



## REVIEW OF MOLELMOLE MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

# FINAL REPORT

**COMPILED BY: DSA CONSULTING**



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## SYNOPSIS

<b>Name of Project</b>	Review of Molemole Local Municipality (MLM) Spatial Development Framework (SDF)
<b>Client</b>	Molemole Local Municipality (MLM)
<b>Status of the Report</b>	Draft Final Report
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<b>Date Submitted</b>	18 January 2019
<p style="text-align: center;"><b>SYNOPSIS</b></p> <p>This Progress Report is a work-in-progress document for the review of the Molemole Local Municipality (MLM) Spatial Development Framework (SDF). It highlights the legislative and policy context for the development of the Molemole SDF, Spatial Analysis of the current reality, spatial vision and the draft spatial development framework. However, the views and opinions expressed in this Draft Progress Report are those of the Consultants appointed to undertake this particular study and do not at this stage represent the official viewpoint of the MLM.</p> <p>Although existing documentation, including government policies and legislative instruments had been consulted, and additional surveys and interviews with the relevant stakeholders had been conducted in the study area, the MLM would not accept any liability for the consequences of the application of the findings expressed in this Progress Report until they are fully ratified and/or adopted by the MLM after careful study of the document.</p>	
<b>Key Words</b>	Spatial Development Framework (SDF), Integrated Development Plan (IDP), Land Use Management System (LUMS), Infrastructure, Accessibility, Affordability, Environmental Management Framework (EMF), Critical Biodiversity Area (CBA)
<b>Copy Right</b>	Molemole Local Municipality (MLM), except for reference purposes.

## DEFINITION OF TERMS

For the purpose of this document, the following words shall have the corresponding meaning:

**“Communal Land”** means land which is, or is to be, occupied or used by members of a community subject to the rules or custom of that community.

**“Community”** means a group of persons whose rights to land are derived from shared rules determining access to land held in common by such group

**“Corridors”** refers to links between nodes, along which an increased intensity of development may be encouraged. Corridors provide efficient access to a higher level of economic opportunities than would generally be the case in less structured space. They typically include public transport routes.

**“Density”** refers to the number of units (e.g. people, dwelling units, floor area) per unit of land area, e.g. dwelling units/hectare.

**Densification** refers to the increased use of space both horizontally and vertically within existing areas/ properties and new developments, accompanied by an increased number of units and/or population threshold

**“EMF”** An Environmental Management Framework (EMF) provides a study of the biophysical and socio-cultural systems of a geographically defined area to reveal where specific land uses may best be practiced and to offer performance standards for maintaining appropriate use of such land.

**“IDP”** means Integrated Development Plan, which is the strategic municipal development plan, reviewed on an annual basis, required by the MSA (Act 32 of 2000) which guides municipal decisions and budgets as well as the development programs of state-owned enterprises (SoEs) and the private sector.

**“Infill Development”** refers to development of vacant or underutilised land within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.

**“Land Use Management”** refers to establishing or implementing any measure to regulate the use or a change in the form or function of land, and includes land development.



**“Land Use Management System”** means a system used to regulate land use in a municipality, including a town planning or zoning scheme, or policies related to how land is used on a plot by plot basis.

**“Minister”** means the Minister of Co-operative Government and Traditional Affairs

**“Nodes”** means areas where a higher intensity of land uses and activities are supported and promoted. Typically any given municipal area would accommodate a hierarchy of nodes that indicates the relative intensity of development anticipated for the various nodes, their varying sizes, and their dominant nature.

**“Rural Areas and Rural Development”** Can be defined as areas outside urban settlements where population densities are less than 150 people / km<sup>2</sup>; and dwelling densities are less than 1du/ ha. Rural development generally includes primary economic activities; agriculture, agro-processing, mining, tourism, resource extraction, water, energy.

**“Sector Plans”** means municipal plans for different functions such as biodiversity, conservation, housing, transport, local economic development and disaster management. They may also be geographically based, for example a sub-region, settlement within a local Municipality or a component of a settlement.

**“Settlement”** means a small community, village or a group of houses in a thinly populated area.

**“Spatial Planning”** means a planning process that is inherently integrative and strategic, takes into account a wide range of factors and concerns and addresses how those aspects should be arranged on the land

**“Strategic Environmental Assessment (SEA)”** means a system of incorporating environmental considerations into policies, plans and programmes.

**“Spatial Development Framework (SDF)”** means a framework that seeks to guide, overall spatial distribution of current and desirable land uses within a municipality in order to give effect to the vision, goals and objectives of the municipal IDP. The aims of a Spatial Development Framework are to promote sustainable functional and integrated human settlements, maximise resource efficiency, and enhance regional identity and unique character of a place.

**“Stakeholders”** refers to agencies, organisations, groups or individuals who have a direct or indirect interest in a development intervention or its evaluation

**“Sustainable Development”** requires the integration of social, economic and environmental factors in the planning, implementation and evaluation of decisions to ensure that development serves present and future generations

**“Town Planning Scheme or Zoning Scheme”**, means a legal instrument for regulating the use of land in terms of provincial or national legislation, see Land Use Management System.

**“Urban Areas and Urban Development”** Can be defined as places where population densities are greater than 150 people / km<sup>2</sup>, dwelling unit densities greater than 1du/ha, settlement contained within an Urban Edge services provided on a grid reticulation system, some primary, urban agriculture, building materials, resource extraction but mainly secondary and tertiary economic activity

**“Urban Edge”** means a demarcated line and interrelated policy that serves to manage, direct and limit urban expansion

**“Urban Sprawl”** refers to the expansion of urban areas across the landscape and the conversion of forested, wetland and agricultural areas to urban areas.

**“Village”** means a clustered human settlement, larger than a hamlet and usually smaller than a town, with the population ranging from a few hundred; often located in the rural areas.

## LIST OF ACRONYMS

ABET:	Adult Basic Education Training
BNG:	Breaking New Ground
CBD:	Central Business District
CDM:	Capricorn District Municipality
CBD:	Central Business District
COGHSTA:	Co-Operative Governance, Human Settlements and Traditional Affairs
CRDP:	Comprehensive Rural Development Programme
DBSA:	Development Bank of Southern Africa
DFA:	Development Facilitation Act
DGP:	District Growth Point
DM:	District Municipality
DTI:	Department of Trade & Industry
DU:	Dwelling Unit
DWAF:	Department of Water Affairs and Forestry
EMF:	Environmental Management Framework
ESKOM:	Electricity Supply Commission (ESCOM)
FBS:	Free Basic Services
FBW:	Free Basic Water
FET:	Further Education & Training
GGP:	Gross Geographic Product
GIS:	Geographical Information System
GNT:	Great North Transport
Ha:	Hectares
IDP:	Integrated Development Plan
IIP:	Infrastructure Investment Plan
IMT:	Intermediate Means of Transport
ISRDS:	Integrated Sustainable Rural Development Strategy
ITP:	Integrated Transport Plan
KM:	Kilometres
KPI:	Key Performance Indicator
LED:	Local Economic Development
LEGDP:	Limpopo Employment, Growth and Development Plan
LEDA:	LIMPOPO ECONOMIC DEVELOPMENT AGENCY
LIMDEV:	Limpopo Economic Development Enterprise
LM:	Local Municipality

LUM:	Land Use Management
MEC:	Member of the Executive Committee responsible for transport.
MLM:	Molemole Local Municipality
MGP:	Municipal Growth Point
MPCC:	Multi-Purpose Community (Service) Centre
NDP:	National Development Plan
NMT:	Non-motorized Transport
NRTDS:	National Rural Transport & Development Strategy
NSDP:	National Spatial Development Perspective
PGDS:	Provincial Growth and Development Strategy
PIT:	Public Information Telecentre
PCP:	Population Concentration Point
RAL:	Limpopo Roads Agency
RDP:	Reconstruction and Development Programme
SANRAL:	South African National Roads Agency Limited
SAPS:	South African Police Services
SASSA:	South African Social Security Agency
SDI:	Spatial Development Initiative
SDF:	Spatial Development Framework
SEDA:	Small Enterprise Development Agency
SEZ:	Special Economic Zone
SMME:	Small Medium and Micro Enterprises
SPLUMA:	Spatial Planning and Land Use Management Act, (Act No. 16 of 2013)
STP:	SEDA Technology Programme
UEB:	Urban Edge Boundary

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## EXECUTIVE SUMMARY

In undertaking this project, relevant policy and legislative issues had been carefully considered. The methodology followed; include the logical steps of a standard development of Spatial Planning and Land Use Management Act, (Act No. 16 of 2013) (SPLUMA) compliant Spatial Development Framework (SDF). The requirements for the review of the SDF were followed for this study. The detailed process of compiling or reviewing SDF comprises seven phases as outlined below:

### **Step 1: Initialization**

The initial meeting with the client was held to have a common understanding of the issues at stake and discuss and agree on the SDF planning process and impact. This was obtained through:

- Obtaining political support (Ward Councillors) for SDF formulation.
- Setting up a steering committee consisting of (Municipal Manger, Municipal Head of Planning Department, IDP Manager, LED Manager, A representative from the Provincial Department of Planning, Engineering and Transport officials)
- Setting up a joint technical steering committee consisting of CoGHSTA, SALGA, DRDLR, and Community Service representatives.

It is mandatory that the Council be involved from the prelude of formulation of the SDF and to keep them on board and informed throughout the process with regular presentations at Council meetings. This assists with buy-in into the SDF proposals, and facilitating its implementation.

Ideally a Council Resolution should be initiated at this stage of the process, so that Councillors will support proposed planning process and that they will participate in the process.

### **Step 2: Vision and Mission**

This phase deals with the issue of the agreed SDF Vision and Mission. A consultative approach towards attaining the desired objectives will be adopted. This will serve as important to finding a balance between sufficient public participation and a long drawn out engagement that unnecessarily causes delays to the SDF.

The purpose of consultative approach is to invite all stakeholders to participate in the formulation of the SDF and to identify issues to be addressed in the status quo analysis of the SDF, and to agree to a spatial vision that will underpin the SDF.

### **Step 3: Spatial Analysis and Synthesis**

A comprehensive investigation, analysis and research will be conducted into all matters that have an implication for the spatial form and development of the municipality, so as to ensure that the SDF is strongly rooted in reality. Thus emphasis on the status quo will be put on the Biophysical environment, Socio-economic condition and the Built environment.

Data collection from the municipality and other sources will be conducted to determine the status quo relating to spatial issues. To avoid unnecessary duplication of efforts, a copy of the current SDF and other readily available relevant information would be obtained from the municipality.

The said information would be used as base information to kick-start the project. The output of Status Quo Analysis, feedback from presentations to the MLM, stakeholder consultations and review of other existing information, would be used.

A detailed status quo analysis would be conducted (preliminary analysis), which is largely a desktop assessment of existing information from various current or previous planning documents such as the IDP, SDF and the LED Strategy.

### **Step 4: Drafting of the Reviewed SDF**

Consolidation of issues identified, analysis, aspects and synthesis from the previous 3 steps will comprehensively form the SDF proposals in this stage. To achieve this, the following steps will be considered.

#### **i) Objectives**

As first step in this phase, objectives for the spatial development of the municipality based on the spatial vision and goals, principles, issues raised by stakeholders and the findings of the status quo analysis will be formulated. Thus the reviewed SDF will in words and illustration describe how the Municipality sees desirable future patterns of land use and development in their area of jurisdiction.



## **ii) Spatial Tools and Concepts**

As a next step the spatial tools and concepts needed to achieve objectives must be identified. Thus the Municipal Nodes, Corridors, Growth areas, Infill and densification, Containment and Protection of Environmental Sensitive areas will be comprehensively addressed.

## **iii) Intervention of Common Issues Facing the Municipalities**

As described in the preliminary site visit to Molemole Municipality, issues such as growth development in Mogwadi town, dispersed settlement patterns in and around adjacent areas, lack of horizontal and vertical alignment, scarcity of natural resources and inefficient municipal management system to ensure that the community pays for their services were amongst the leading issues faced by the municipality.

Intensive interventions will be developed to accurately address these issues in the light of finding suitable mitigation strategies. Preparation of draft SDF proposals (first draft document on the table for comment).

## **Step 5: Liaison and Consultation**

As part of the participatory process, key stakeholders and role-players would be identified and targeted to provide the necessary inputs into the review of the SDF. There would be discussion of the reviewed SDF proposals with relevant stakeholders. Widespread liaison and consultation processes would be undertaken.

Throughout the entire process of this project, there would be direct liaison and consultation with all relevant stakeholders. A series of meetings with relevant stakeholders will be arranged to obtain their inputs regarding the issues at stake until the final document is submitted and approved by the client.

## **Step 6: Finalization**

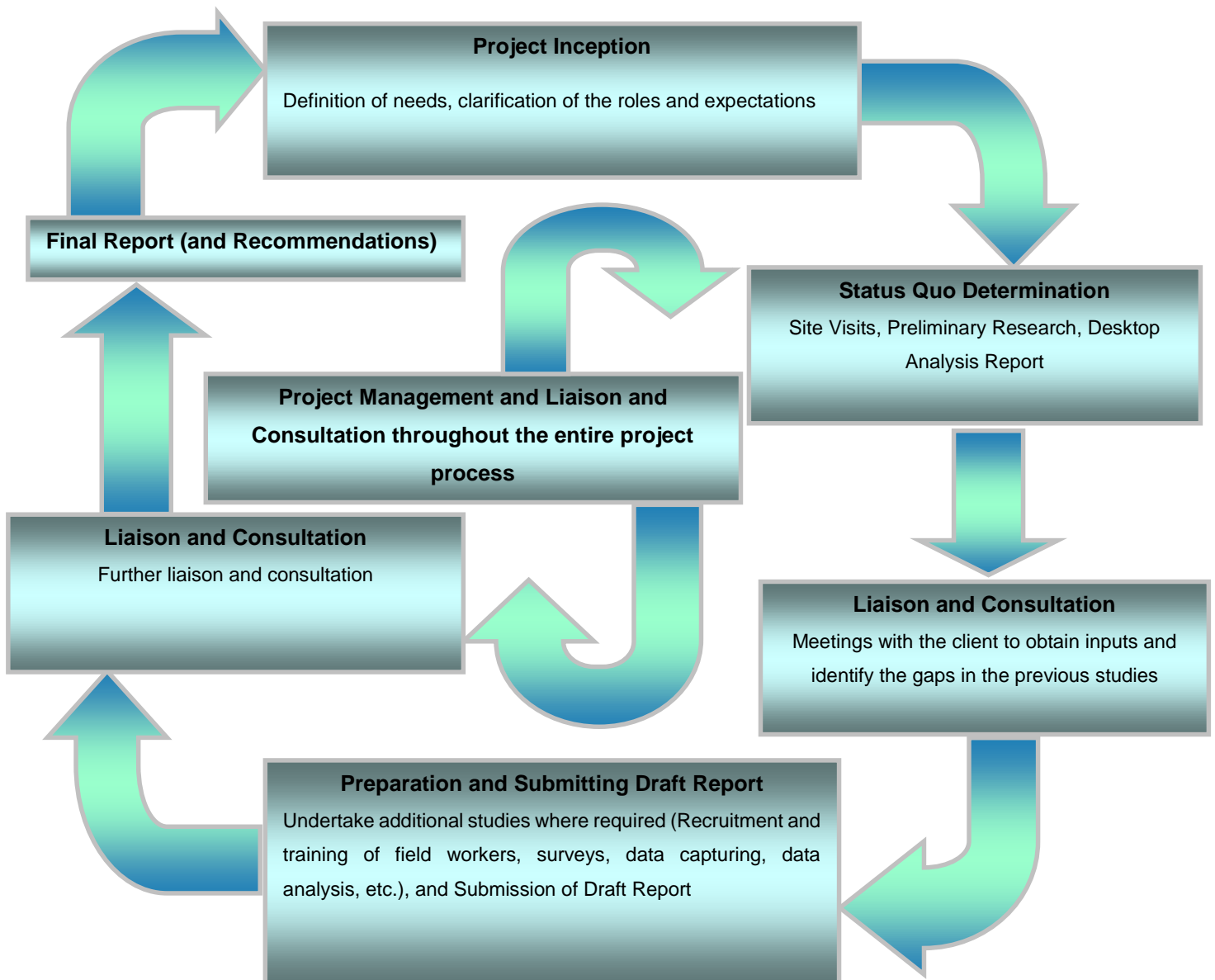
The project would be finalized by the submission of the SDF report after the analysis of the comments and/or proposals for amendments by relevant stakeholders, and approval of the SDF by the relevant authorities.

DSA Consulting would thereafter consolidate all the inputs and/or recommendations from the liaison and consultation process, and write and submit a comprehensive report containing the recommendations relating to the reviewed SDF to the MLM.

## Step 7: Implementation and Monitoring

The last phase of the SDF process is the implementation and monitoring of the SDF. The implementation and monitoring of the SDF, and revision of the SDF, which should be coordinated with the IDP cycles.

Figure 1: Typical Project Approach and Methodology Cycle



## **SECTION A**

### **1. INTRODUCTION**

In undertaking this project, relevant policy and legislative issues had been carefully considered. The methodology followed; include the logical steps of a standard development of Spatial Planning and Land Use Management Act, (Act No. 16 of 2013) (SPLUMA) compliant Spatial Development Framework (SDF). The requirements for the review of the SDF were followed for this study.

Furthermore, to avoid unnecessary duplication of efforts, to the extent that it was possible and/or necessary, use was also made of existing available information to avoid unnecessary duplication of efforts. Therefore, desktop study was extensively carried out, based on readily available information from the relevant previous studies by the Limpopo Province, Capricorn District Municipality, and/or the Molemole Local Municipality itself.

However, to obtain additional information that would corroborate, confirm, supplement or compliment the desktop study, additional studies were conducted to develop an understanding of the issues at stake, and valuable information within the scope of work of this particular study was subsequently obtained.

In other words, much emphasis on the study methodology and approach had been placed on the process of the fieldwork surveys, including the liaison and consultation activities, including the analysis and major findings thereof.

Data was collected to conform to the SDF requirements. An analysis of the problems identified in the study had been made after the site visits and liaison and consultation with relevant stakeholders conducted. Regular feedback meetings were held to ensure that the client is kept informed at all key junctures and is able to offer assistance on key issues as and when required.

It is said that although the scope and contents of the SDFs will vary for different municipalities, a credible SDF:

- is based on an agreed vision and planning principles that promote equity and sustainability.

- is aligned with relevant national and provincial policy;
- Is aligned with the Spatial Planning and Land Use Management Act development principles thus incorporating spatial justice, sustainability, efficiency, resilience and good administration.
- reflects a clear understanding of the reality of the municipal spatial environmental, social and economic systems, particularly with regard to urban infrastructure needs and capacity;
- provides sufficient detail to inform Council decisions that have a spatial dimension;
- includes an implementation plan, with measurable targets;
- is realistic in terms of growth prospects and the financial and institutional capacity of the municipality to implement the proposals;
- is aligned with the municipal Environmental Management Framework (EMF), where applicable;
- provides guidance for sector plans and development initiatives from all government agencies, e.g. land reform programmes, and private sector projects that will contribute towards the municipality's vision;
- enjoys a high level of buy-in from all stakeholders (i.e. the process of formulation is as important as the product);
- provides guidance for the municipality's Land Use Management System (LUMS); and,
- is clear, succinct and accessible to a wide audience.

## **2. POLICY AND LEGISLATIVE CONTEXT**

### **2.1 National Spatial Development Perspective**

All development proposals, interventions and projects that will emanate from the adopted SDF take place on space and for that reason the spatial dynamics of the Molemole Municipality will play a key role in the success of the strategy.

From a space economy, the Molemole Municipality has developed a Spatial Development Framework (SDF) in line with the dictates of the Local Government: Municipal Systems Act. The SDF has been developed to give effect to the National Spatial Development Perspective (NSDP).

The NSDP is South Africa's first set of national spatial guidelines that establish an overarching mechanism which:

- Enables a shared understanding of the national space economy; and
- Provides a principle-based approach to coordinate and guide policy implementation across government (Republic of South Africa, the Presidency, 2011)

The NSDP puts forward a set of five normative principles to be considered when making infrastructure investment and development spending decisions in and between all three spheres of government:

**i) Principle 1:**

Rapid economic growth that is sustained and inclusive is a prerequisite for the achievement of other policy objectives, amongst which poverty alleviation is key.

**ii) Principle 2:**

Government has a constitutional obligation to provide basic services to all citizens (e.g. water, energy, health and educational facilities) wherever they reside.

**iii) Principle 3:**

Beyond the constitutional obligation identified in Principle 2 above, government spending on fixed investment should be focused on localities of economic growth and/or economic potential in order to gear up private sector investment, stimulate sustainable economic activities and create long-term employment opportunities. The Molemole Municipality will have to pursue this in earnest to ensure that investments are not scattered across the municipality leaving a minimal impact on development.

The implementation of key projects and investments in its nodes in terms of the current SDF sets a good example on the part of the municipality and such should continue to be emulated in line with the new SDF to be developed.

**iv) Principle 4:**

Efforts to address past and current social inequalities should focus on people, not places. In localities where there are both high levels of poverty and demonstrated economic potential, this could include fixed capital investment to exploit the potential of those localities.

In localities with low demonstrated economic potential, Government should, beyond the provision of essential services, concentrate primarily on human capital development by providing social transfers such as grants, education and training and poverty relief programmes and reducing migration costs by providing labour market intelligence so as to give people better information, opportunities and capabilities to enable people to gravitate, if they chose to, to localities that are more likely to provide sustainable employment and economic opportunities.

In addition, sound rural development planning, aggressive land & agrarian reform & expansion of agricultural extension services is crucial.

**v) Principle 5:**

To overcome the spatial distortions of Apartheid, future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or link the main growth centres. Infrastructure investment should primarily support localities that will become major growth nodes in South Africa and the SADC region to create regional gateways to the global economy. Molemole should follow same approach used in Principle 3 above.

## **2.2 Spatial Implications of the NSDP to the Molemole Municipality**

The NSDP principles specifically for the Molemole Municipality emphasizes that the provision of basic services such as water, sanitation, electricity and waste management is a non-negotiable constitutional obligation which the municipality and other development agencies must provide to all settlements across the whole municipality irrespective of the (non) strategic location and size of such settlements. Furthermore the NSDP dictates that the Molemole should implement spatial targeting when providing services beyond those constitutional demanded for all settlements by focusing massive infrastructure investments

in areas of economic potential as well as to strategically located settlements in nodes and corridors of development. To pre-empt what this reviewed SDF should address are corridors of developments in settlements along the N1 at Botlokwa, population concentration points such as Mohodi along the strategic D1200 road and nodes such as Mogwadi and Morebeng.

### **2.3 National Development Plan (2030)**

The NDP focusses on the critical capabilities needed to transform the economy and society. In particular, it assists government in confronting the nine primary challenges by providing broad framework to guide key choices and actions that will help government in its drive to grow the economy, create jobs, address poverty and establish social cohesion, namely:

- Where should government direct its investment and development initiatives to ensure sustainable and maximum impact?
- What kinds of spatial forms and arrangements are more conducive to the achievement of our objectives of democratic nation building and social and economic inclusion?
- How can government as a whole capitalise on complementarities and facilitate consistent decision making; and move beyond focusing on integration and coordination procedures to establishing processes and mechanisms that would bring about strategic coordination, interaction and alignment?

The following challenges derived from the NDP are applicable and critical to Molemole LM in terms of addressing the key challenges faced by the Municipality:

- Creation of jobs and improvement of livelihoods;
- Expansion of infrastructure;
- Transforming urban and rural spaces; and
- Improving education and training.

The SDF, as part of the IDP of Molemole LM, also seeks to address challenges identified in the NDP in the following ways:

- The LED Strategy makes proposals regarding LED programmes and projects that will create jobs and improve the livelihoods of communities;
- The Molemole LM and other spheres have identified and prioritised a number of infrastructure projects;
- The SDF seeks to design strategies that will address the dysfunctional spatial form created by apartheid. This will include consolidating development and investment in areas with potential for development to ensure maximum utilization of resources in

what is referred to nodal development areas, corridor development and infill/densification. Areas identified as displaying some development potential include Mogwadi, Botlokwa cluster, Mokomene and Morebeng. Housing development will be prioritised around these centres together with the location of social and economic projects; and

- In order to address the problem of illiteracy, a decline in people with tertiary qualifications and lack of job related skills, the SDF will make certain proposals regarding the improvement of skills and education in the form of skills-training facilities.

## **2.4 Spatial Planning and Land Use Management Act, 2013 (SPLUMA, Act 16, of 2013)**

The Spatial Planning and Land Use Management Act, 2013 (Act 16, of 2013) was promulgated to provide a framework for spatial planning and land use management throughout the country.

The Act provides an understanding into the relationship between spatial planning and land use management system including monitoring, coordination and review of spatial planning and land use management system at different spheres of government.

The new Act emphasizes the need to prepare spatial planning and to ensure its linkage to land use management system. Unlike in the past when many municipalities prepared land use schemes which focused primarily on proclaimed towns, the new Act, requires wall-to-wall land use schemes covering the entire municipal area of jurisdiction and this to be linked to spatial planning.

Furthermore, the Act provides guidelines regarding the content of spatial planning at three spheres of government. The Act also provides for the establishment of Municipal Planning Tribunals to determine and assess land use and land development applications for its area of jurisdiction.

SPLUMA provides five key principles applicable to spatial planning and land use management, namely:

- Spatial justice
- Spatial efficiency
- Resilience
- Spatial sustainability, and



- Good administration

## **2.5 The Principle of Spatial Justice and its Implications**

- Identify portions of land throughout the Molemole Municipality for integration and development purpose;
- Identify areas previously disadvantaged such as informal settlements for service delivery;
- Provide suitable and serviced land to disadvantaged communities and persons; and
- Residential development to ensure security of tenure (formalization, tenure upgrading of R293 townships, new townships).

## **2.6 The Principle of Spatial Sustainability and its Implications**

- Promote land development that is within the fiscal, institutional and administrative means of the municipality;
- Identify urban edge within which development will be permitted to limit urban sprawl;
- Identify natural open system;
- Discourage any non-agricultural activities in high agricultural potential areas;
- Uphold consistency of land use measures in accordance with environmental management instruments;
- Promote and stimulate the effective and equitable functioning of land markets; and
- Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments.

## **2.7 The Principle of Spatial Efficiency and its Implications**

- Ensure development initiatives ensure the maximum use of existing resources and infrastructure;
- decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
- Propose mechanisms and procedures that will ensure efficient approval of development applications.

## **2.8 The Principle of Spatial Resilience and its Implications**

Ensure the municipality design spatial plans, policies and land use management systems that are flexible to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

## **2.9 The Principle of Good Administration and its Implications**

- All municipal departments to be involved in the formulation of the SDF and in the implementation thereof to ensure an integrated approach to land use and land development that is guided by the spatial planning and use management systems as embodied in this Act;
- All municipal departments will provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development framework;
- The requirements of any law relating to land development and land use are met timeously;
- The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and
- Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

## **2.10 Section 12(1) the General Requirements Applicable to SDF's**

It provides that SDF's must:

- Interpret and represent the spatial development vision of the municipality;
- Be informed by a long term spatial development vision;
- Represent the integration and trade-offs of all relevant sector plans;
- Guide planning and development decisions across all government sectors;
- Guide the municipality in taking any decision in terms of this Act or any other law relating to spatial planning and land use management;
- Contribute to a coherent, planned approach to spatial development in the municipality;
- Provide clear and accessible information to the public and private sector and provide direction for investment purposes;
- Include previously disadvantaged areas, rural areas, areas under traditional leadership, informal settlements, slums and land of state owned enterprises and government agencies and address their inclusion and integration into spatial objectives in the municipality;
- Address historical spatial imbalances in development;
- Identify long term risks of particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;

- Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investment by all sectors and indicate priority areas for investment in land development;
- Promote a rational land development environment to create trust and stimulate investment;
- Take cognisance of any environmental management instrument adopted by the environmental authority;
- Give effect to national legislation and policies on mineral resources and sustainable utilization and protection of agricultural resources; and
- Consider and where necessary incorporate the outcomes of substantial public engagement.

### **2.11 Spatial Implications of SPLUMA for Planning in Molemole Municipality**

The promulgation of SPLUMA means that the Molemole Municipality must drastically break away from past planning practices that promoted inefficiencies, spatial injustice, spatial unsustainability and poor administration through unnecessary red tape. This simply means that the municipality must strive for settlements that are inclusive of people from all walks of life irrespective of economic status as is the case with nodes such as Mogwadi and Morebeng where there is a section reserved specifically for the financially and economically able persons while another portion is reserved for poor sections of the society in a section called RDP section with poor infrastructure and few amenities of life.

Furthermore, SPLUMA implications for the Molemole Municipality on the spatial side is that continuation of the current spatial planning characterized by monofunctional, detached and low density type of erven with a sprawling pattern must be discouraged if not prevented. What this means is that the municipality should strive for multiple use development with high densities so that the cost of providing services and infrastructure development will be lower while the impact will be high, and that is the cost-down value-up approach to development. Another spatial implication of SPLUMA to the Molemole Municipality is its directive on good administration where there is emphasis on transparency, administrative efficiency and public participation in all processes relating to land administration and spatial planning.

The implications are that starting with land development policies, plan, processes and strategies it becomes imperative that key stakeholders such as traditional leaders, leaders of Non-Governmental Organizations as well as the community at large must take part. Days of municipal administration and elected leadership in the form of councillors developing and

approving policies and plans dealing with land development in the offices without involving key stakeholders as part of the public participation processes are over. This implies that even this SDF for it to attain credibility had to be subject through a robust process of public participation. SPLUMA principles dictate that Molemole Municipality policies must be transparent and make it easy and efficient for land development applications to be processed rather than subjecting members of the community and investors to lengthy and difficult processes which may lead to such people deviating from the municipal policies or being discouraged to invest in Molemole.

## **2.12 Integrated Sustainable Rural Development Strategy (ISRDS)**

In 2000, ISDRS was initiated as a strategy that will address challenges experienced by rural communities such as poverty, lack of skills, high illiteracy levels, lack of services, lack of social cohesion, poor economies and unviable institutions and unsustainable development. The strategy was introduced to design programmes to improve rural economies, create viable and vibrant institutions, provide essential services and build capabilities which will reduce dependency on urban economies and urban-rural migration.

The vision of the ISRDS for rural South Africa is to *“attain socially cohesive and stable rural communities with viable institutions, sustainable economies and universal access to social amenities, able to attract and retain skilled and knowledgeable people, are equipped to contribute to their own and the nation’s growth and development.”* Translated, the strategy simply presents an opportunity for South Africa’s rural people to realise their own potential and contribute more fully to their country’s future.

The ISRDS focuses on the following core Principles to ensure its success:

- Rural development: the emphasis in terms of rural development is on a multi-dimensional approach to rural challenges. The aim is to introduce programmes and support structures that will create job opportunities, improve skills, improve the rural economy, alleviate poverty, provide essential services and improve the livelihoods of rural communities in order to make rural economies more sustainable.
- Sustainable: the strategy places emphasis on sustainability ensuring that programmes and the local economy continue to improve and grow. This can be achieved when rural communities become actively involved in the running and sourcing of resources to keep the local the programmes operating without external dependence.
- Integrated: Integration is of various spheres of government in terms of programmes, projects, role and responsibilities, resources are critical to ensure buy-in by various

stakeholders. Integration is critical requires effective co-ordination across all levels of government and with traditional authorities. The Integrated Development Plan (IDP) is an important vehicle that will integrate various actions, interventions and programmes at municipal level.

- Dynamics of Growth in Rural Areas: this strategy takes cognizance of the unique dynamics in rural areas that will help resuscitate rural economy. It is important to understand this dynamics unique in rural areas such as potential in tourism, mining, agriculture, fishing and forestry.
- Rural Safety Net: Safety nets are still needed in rural to counter poverty and hardships such as grants and pension funds.

In order to ensure success of the ISRDS strategy, the following complementary support mechanisms are suggested:

- Human Resource Development and capacity building;
- Expedite the land reform process to ensure that rural communities own land and the government can provide support on restituted land;
- Community based income generation projects;
- Social assistance and safety nets;
- Rural finance

The ISRDS also places emphasis on the establishment of institutional structures to ensure successful implementation of the strategy which comprise the Political and the Operational tools for co-ordination, facilitation, implementation, monitoring and evaluation of the strategy. With Molemole LM being predominantly rural, the ISRDS strategy will be imperative to address the challenges of rural communities.

The Municipality through its IDP process should implement this strategy to improve rural economies, create job opportunities, improve the livelihoods of rural communities, extend essential services and improve skills with the aim of making rural economies sustainable and to reduce rural-urban migration.

### **2.13 Comprehensive Rural Development Programme (CRDP), 2009**

The CRDP was introduced in 2009 as an initiative that supports rural communities in initiatives of self-empowerment and rural local economic development. It seeks to address the following challenges facing rural communities:

- underutilisation of natural available resources in mineral resources, tourism resources, agriculture and manufacturing;

- poor or lack of access to socio-economic infrastructure; services, public amenities and government services;
- limited or lack of potable water for household or agricultural development;
- low literacy, skills levels and migratory labour practices; and
- Slow pace of resolving restitution claims and land tenure issues.

One of the primary aims of CRDP is to improve rural economies by means of using resources available and providing support as government with the aim of creating vibrant, self-sustainable, self-sufficient and equitable rural communities. The CRDP was introduced to fight poverty and improve food security by means of agrarian transformation, land reform and use of natural resources and provision of basic services.

The establishment of agro-processing industries such as the Marula Food Processing factory in Molemole are some of the projects in this category. However, a comprehensive strategy comprising programmes, projects and institutional structures is required to address rural problems which include provision of basic services such as road network, electricity, water, rural enterprises which exploit available natural resources and establishment of industrial activities.

Land reform programme provides an appropriate tool that can be used to kick-start rural development driven by communities and supported by various stakeholders including the Department of Rural Development and Land Reform which will act as the coordinator, facilitator, catalyst and initiator of programmes, policies, strategies and resources.

#### **2.14 Limpopo Development Plan**

The Limpopo provincial government adopted a five year plan to guide planning and development for its five year MTREF cycle called the Limpopo Development Plan (2015-2019). With this plan the fifth administration of the provincial government was building on the foundation laid by the Limpopo Provincial Growth and Development Strategy (PGDS) and the Limpopo Employment, Growth and Development Plan (2009-2014).

As an integrated and comprehensive five year plan of the province, the LDP aspires to give effect to the National Development Plan at a provincial level and takes advantage of the province's comparative and competitive advantages to improve the general life of its people, in particular, and that of the country, in general.

The LDP aims to achieve the following key provincial objectives

- Create decent employment through inclusive economic growth and sustainable livelihoods;
- Improve the quality of life of citizens;
- Prioritize social protection and social investment;
- Promote vibrant and equitable sustainable rural communities;
- Raise the effectiveness and efficiency of a developmental public service;
- Ensure sustainable development.
- Industrial Development Programme: Priority Growth Sectors

These provincial objectives and their associated programmes of implementation are also critical and relevant to addressing the challenges facing Molemole LM and hence are key programmes that must be considered in alleviating poverty, job creation, local economic growth and development and improvement of livelihoods.

The spatial implications of the LDP to the Molemole Municipality is further that the municipality should strive to promote sustainable development in all its development endeavours while promoting employment creation. There must be a balance between development and environmental protection so that sustainability is attained. Furthermore, the LDP gives directives to the municipality not to ignore rural areas in their development agenda thereby directing that this SDF takes into account provisions for economical and socially viable and sustainable rural communities in line with the NSDP.

The province's ambitious programme of industrial development programme as one of the priority growth sectors has a direct bearing on the Molemole economy in the sense that a Special Economic Zone of Musina Makhado along the N1 on the northern side of the municipality increases mobility through the area of Botlokwa which necessitate that proper planning be prioritized for the area.

## **2.15 Limpopo Provincial SDF, 2016**

A SPLUMA compliant SDF for Limpopo Province was adopted in 2016 and this has a bearing on the Molemole SDF like the rest of municipalities in the province.

The strategic vision of the Limpopo SDF - *“...envisions a provincial spatial structure where the natural environment and valuable agricultural land in the rural areas are protected for future generations, with a strong, diverse and growing economy focused around a range of nodal areas and that offers its residents high quality living environments and good job opportunities in a sustainable manner.”*

For the attainment of the LSDF vision the following development objectives have been set, namely:

- Capitalize on the Province's strategic location within the SADC region;
- Improve regional and local connectivity to facilitate the movement of people, goods and services;
- Provide a strategic and coherent rationale for targeted public sector investment, including engineering, social and economic infrastructure, to optimize service delivery;
- Encourage urban and rural spatial restructuring as a necessity;
- Aggressively protect and enhance the Province's natural resources, including scarce fresh water sources and high biodiversity landscapes;
- Guard valuable agricultural land as a scarce resource and national asset;
- Consolidate and enhance the Province's ecotourism product; and
- Encourage and institutionalize the sustainable development of its massive mineral potential (and encourage green economy initiatives).

## **2.16 Spatial Implications of LSDF for Planning in Molemole Municipality**

The Limpopo SDF (LSDF) sets out **Development Principles** in order to arrive at the envisaged spatial framework. These principles are mentioned and their importance for Molemole Municipality briefly discussed hereinafter, namely:

**Development Principle 1:** Define and protect a Provincial Regional Open Space System which ensures that ecosystems are sustained and natural resources are utilized efficiently. Molemole Municipality has large areas affected by the proposed open space system including protected areas (nature reserves) and critical biodiversity areas. Such areas include the Machaka Nature Reserve and Motumo Trading Post.

**Development Principle 2:** Facilitate efficient spatial targeting through the identification of a range of provincial, district, municipal and rural nodal points to serve as focal points for investment and service delivery

The LSDF includes the levels of growth points in terms of the nodal hierarchy of settlements in the Province. In the Molemole Municipality while no provincial and district growth points have been identified there are growth points and population concentration point and rural development focus areas in areas such as Mogwadi, Morebeng, Botlokwa and Ramokgopa.



**Development Principle 3:** LSDF also supports the national government’s “road to rail” imperative, advocating utilization of rail freight. In respect of Molemole Municipality, the following routes play an important role, namely:

- N1: national corridor that passes through Botlokwa to connect with Zimbabwe via Musina and also connects the municipality to the provincial growth point of Polokwane;
- R521: national and provincial passenger and freight route (connects Polokwane via Mogwadi to Alldays, Zimbabwe and Botswana)
- R36: this route also connects to the railway line in Morebeng that passes through Polokwane from Gauteng to Musina. There are plans by the national government to revive the passenger rail services using that railway line.

**Development Principle 4:** Direct engineering infrastructure investment towards the priority nodal points where the majority of economic activity and human settlement will establish. The bulk of Molemole infrastructure services are targeted at Mogwadi and Morebeng nodes, as well as Botlokwa which has a lot of economic activities and unprecedented human settlement expansions, albeit the latter needs to be managed.

**Development Principle 5:** Prioritize consolidation of community infrastructure at the identified nodal points and in line with the concept of multi-purpose Thusong Centres/ Rural Development Centres in Rural Nodes

**Development Principle 6:** Create conditions conducive to development in multi-functional business areas and implement Urban Revitalization Strategies in such areas where required. This principle is very relevant to Mogwadi and Morebeng node which encounters pockets of decay and will require serious urban renewal initiatives.

**Development Principle 7:** Optimize the utilization of agricultural potential of Limpopo Province to provide sustainable livelihoods to marginalized communities in rural areas in partnership with commercial farms.

**Development Principle 9:** Promote mining activity and associated job creation potential in an environmentally sustainable manner. The Municipality is also strategically connected to the mining activities in the Blouberg and Mogalakwena northern limb of the Bushveld complex and as a result it stands to be impacted upon by massive job creation potential from such mineral resources.

**Development Principle 10:** Address industrial sectoral diversification by way of area specific investment in high value production and value added technologies and industries

**Development Principle 11:** Sustainable Human Settlement in urban and rural Limpopo Province

The proposed revised SDF for the Molemole Municipality should be aligned to the provincial SDF and should encompass these LSDF principles in as far as they are relevant to the spatial situation of the municipality. This revised SDF takes into account the strategic location of the Molemole Municipality within a national, provincial and district perspective and uses roads and activity corridors and nodes as structuring elements that define the development of the Molemole spatial structure.

## **2.17 District and Municipal Policy Context: Capricorn District Spatial**

### **Development Framework, 2016**

The Capricorn District Municipality Spatial Development Framework (CDM SDF, 2016) provides guidelines to local municipalities under its area of jurisdiction in terms of future development. This SDF endeavours to promote a consolidated settlement development in areas showing potential for growth, environmental protection and service delivery in order to bring about a sustainable and equitable development throughout the district area.

In order to realize its vision for development, the CDM SDF (2017) makes use of the following twelve development principles which represent the building blocks to the Spatial Development Framework of the Capricorn District Municipality:

**Principle 1:** Consolidate and protect environmentally sensitive areas to ensure long-term sustainability;

**Principle 2:** Enhance spatial efficiency by defining a range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment;

**Principle 3:** Establish a comprehensive movement network to link all activity nodes within the district and beyond, and to promote corridor development through land use transportation integration;

**Principle 4:** Consolidate community facilities at urban and rural nodal points to enhance "one-stop" access to such facilities for the community, and to contribute towards creating "critical mass" required to stimulate local economic development

**Principle 5:** Direct infrastructure investment towards the activity nodes in the district, strategic development areas earmarked for residential development and communities with excessive service backlogs;

**Principle 6:** Consolidate the tourism character of the district around the Blouberg and Wolkberg clusters which would provide linkages to the Vhembe, Waterberg and Kruger to Canyons Biosphere;

**Principle 7:** Optimise agricultural production and processing in all parts of the district;

**Principle 8:** Optimally utilise the mining potential in the district in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment;

**Principle 9:** Concentrate industrial activities around Polokwane/Seshego cluster and agro-processing at the Rural Nodes and Rural Service Centres, optimising the available industrial infrastructure;

**Principle 10:** Enhance and consolidate commercial and business activities at each of the identified nodal points and strengthen Polokwane City's identity as provincial and regional capital;

**Principle 11:** Achieve urban restructuring and spatial justice by way of mixed income residential development around identified nodal points and within identified Strategic Development Areas; and

**Principle 12:** Compile Community Based Rural Development Plans for identified Rural Intervention Areas.

## **2.18 District SDF Spatial Implications for Molemole Municipality**

The spatial implications for Molemole Municipality from a district perspective mirrors those of the provincial SDF. More emphasis is again on sustainable settlements, sustainable rural settlements with viable community rural development plans, spatial integration and the promotion of agricultural development to stimulate job creation. This basically means the

Molemole SDF has to be localized to give effect to the spatial principles in the Capricorn district SDF to the extent that they find suitable application to the Molemole situation

## **2.19 District and Municipal Policy Context: Capricorn District Municipality and Molemole Municipality IDP**

The Capricorn District Municipality IDP, having noted challenges of inequality, illiteracy, unemployment and service delivery backlogs, prioritizes the following interventions:

- Provision of massive infrastructure investment which will trigger job creation
- Skills development
- Promotion of local economic development

The Integrated Development Plan of Molemole mirrors that of the district municipality on key focus areas that must be prioritized to better the lives of its community, namely:

- Job creation
- Provision of economic infrastructure
- Skills development and capacity development, and
- Promotion of the local economy

From a spatial perspective the identified IDP priorities for the District and local municipalities can be achieved if spatial targeting of some settlements can be done where massive infrastructure investments can be implemented in a cost effective and efficient manner. It calls on breaking into new grounds in the field of spatial planning by planning and implementing high density mixed land use settlements where communities live, work and play in the same locality while maximising on the benefits of economic growth and development in same areas in line with the principles of the National Spatial Development Perspective

## **2.20 Molemole Land Use Scheme and Spatial Planning and Land Use Management By-Law**

The Molemole Municipality has a land use scheme in place to regulate land use and changes brought about to the existing scheme. The challenge with compliance with the scheme is prevalent in many parts of the municipality as there is rampant disregard for the scheme. This is evidenced by the mushrooming of backyard rental accommodation in Mogwadi, as well as uncontrolled land development in Botlokwa.

The disregard of the scheme manifests the weaknesses in the enforcement of the approved SPLUMA By-Law for the Molemole Municipality and it calls on the political leadership and

municipal administration to assess the causes of weaknesses and address them. If these scheme and by-law enforcement issues are not resolved they could undermine the implementation of this SDF.

## **2.21 Alignment with Adjoining Municipalities**

The Molemole Municipality has to follow SPLUMA guidelines to align its SDF with those of adjoining municipalities to avoid unnecessary duplications while ensuring that spatial interventions and targeting maximise the benefits for itself and communities in such neighbouring municipalities. This municipality is a neighbour to the Polokwane and Blouberg municipalities in the Capricorn District while it borders Makhado in the Vhembe District as well as Greater Letaba in the Mopani District.

### **2.21.1 Alignment with Municipalities within the Capricorn District Municipality**

#### **2.21.1.1 Blouberg Municipality**

The neighbouring Blouberg Municipality shares its borders with the Molemole Municipality on the eastern and western part with Senwabarwana node almost resembling an island which is land locked between settlements of Molemole save for its northern boundaries. There are developments which are of a greater interest and will impact Molemole in a number of ways:

- The node of Senwabarwana, as alluded above, borders Molemole on three sides and is in closer proximity to settlements such as Overdyk on the western side, Westphalia on the eastern side which are within walking distance from the node's CBD. The expansion of the Senwabarwana node has an impact on developments in Molemole as there may be a need for land availability to accommodate Senwabarwana growth. This SDF looks at how Molemole can capitalize on this proximity, working in collaboration with Blouberg Municipality to assist with the expansion and growth of the Senwabarwana node in line with the notion of a cross border nodal town that shares the same infrastructure to avoid duplication
- The Blouberg Municipality has massive development earmarked for its south western tip through mining development in its wards

1 and surrounding villages. Such developments will increase mobility of goods and people between the two municipalities and will impact on their planning and infrastructure provisions especially in Molemole West.

- Tourism development-Blouberg Municipality offers a wide range of tourist destinations for the district and surrounding communities within and outside the Limpopo province.

#### **2.21.1.2 Polokwane Municipality**

The Molemole Municipality connects to Polokwane through two major routes, namely, R521 and N1, while other secondary routes in Molemole West connects with Polokwane to cover settlements such as Ga-Phago, Rheinland etc. Polokwane Municipality hosts the logistics hub of the province, Polokwane city, which is the provincial capital of Limpopo.

Through the R521 connector route Molemole connects to this provincial growth point south east bound while northwest bound through the same route Molemole connects to economic and tourism facilities of Blouberg. There is a proposed development for a modern retail facility at Tibane according to the Polokwane IDP and it is this development that will trigger massive movement amongst communities of Molemole and Blouberg to and from the proposed centre and this will need to be coupled with associated infrastructure, especially on roads.

#### **2.21.2 Alignment with Municipalities within the Vhembe District**

The District of Vhembe, in general, and Makhado Municipality in general is located on the northern side of Molemole Municipality. According to the Vhembe District Spatial Development Framework the following are identified as structuring elements relevant to the Capricorn SDF, in general, and the Molemole SDF, in particular:

- Tourism development through Molemole's spatial proximity and its connection with the Vhembe Biosphere along the Soutpansberg mountain ranges in the Makhado Municipality, the Limpopo Trans frontier Park and Mapungubwe World Heritage site in Musina Municipality in Musina. Furthermore the tourism network in Molemole is linked to the Kruger National park either via Musina or Phalaborwa in

- Thohoyandou, Makhado and Musina are the highest order growth points in the District. The Special Economic Zone of Musina and Makhado along the N1 corridor transverse through Molemole along the Botlokwa node and this will have a huge impact on the spatial and socio-economic land scape of Molemole Municipality as it has to prioritize its planning and financial priorities on giving effect to aligning growth and development in Botlokwa node with development s in the SEZ.
- The main economic route N1 connects the country via Molemole, Makhado and Musina to the rest of the continent via Beit Bridge in the latter municipality.

### **2.21.3 Alignment with Municipalities within the Mopani District**

Molemole is connected to Greater Letaba municipality through the R36 route that also serves as a connector route to the Mpumalanga and ultimately the Maputo corridor.

The following are key elements from the Mopani and Greater Letaba elements that are relevant to the Molemole Municipality:

- Mopani, in general, and Greater Letaba, in particular provide tourism destinations relevant to Molemole
- The fruit and horticultural sector prevalent in the district
- Route R36 connects Molemole to economic destinations in the district and outside the district

### **3. THE STUDY AREA**

#### **3.1 Background**

Molemole Local Municipality is located in the North Eastern side of Polokwane (Limpopo Province). It is one of the four local municipalities that falls under Capricorn District which are Molemole, Blouberg, Polokwane and Lepelle-Nkumpi. N1 road which links Molemole (Limpopo Province) to Zimbabwe passes through Machaka corridor. The Municipality consists of 16 wards.

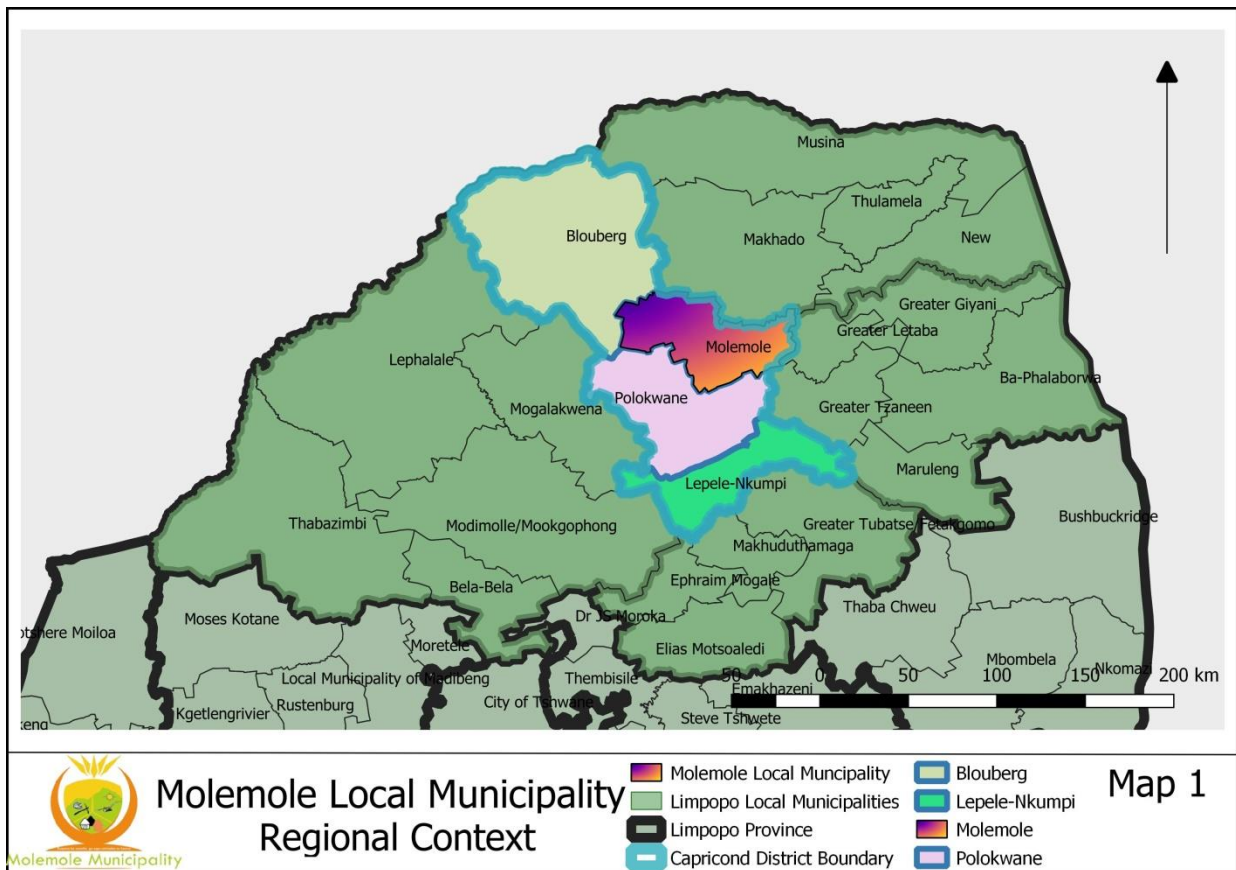
Molemole Local Municipality (MLM) is located in the Capricorn District Municipality (CDM) in the Limpopo Province. The neighbouring Local Municipalities forming the CDM are Blouberg, Lepelle-Nkumpi and Polokwane. Molemole Local Municipality head office is located 65 kilometres from the North of Polokwane along the R521 in Mogwadi.

According to Statistics South Africa the municipality has a population of approximately 125 153 people. The majority of the population is comprised of Black Africans (98.1%) with a minority of whites and Indians and others which equates to only 1.9% of the population. Molemole Local Municipality has a population density of 31.9 persons per square kilometers, which is lower than the district, provincial and national averages of 75.1, 43.2 and 40.9 persons per square kilometers respectively which infers that the municipality is sparsely populated relative to the district, province and South Africa. Molemole Local Municipality covers an area of 3347km<sup>2</sup>.

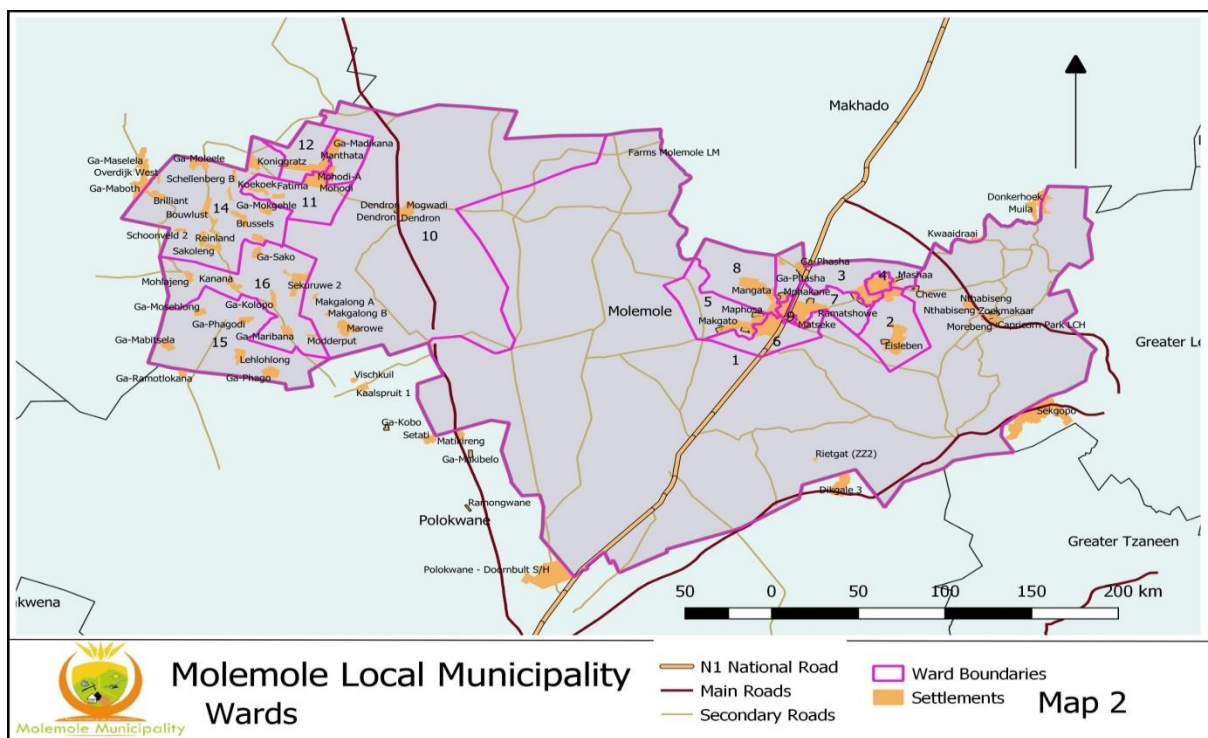
The municipality is bordered by: Polokwane Local Municipality to the South; Greater Letaba Local Municipality towards the South East; and Makhado Local Municipality in the Northern direction. Blouberg Municipality borders Molemole in a variety of ways. Blouberg is located on the northern part of settlements in the far west of Molemole Municipality while it also borders the Molemole on the north western part.



**Map 1: Regional Context**



### 3.2 Municipal and Ward Boundaries



**Map 2: Municipal Wards**

**Table 1: Municipal Wards and Settlements**

<b>Ward</b>	<b>Settlement</b>
1	Morebeng, Sekhokho, Nthabiseng, Legkraal, Capricorn Park.
2	Ga-Sebone, Ga-Mokganya, Riverside, Ga-Masekela, Ga-Kgatla, Ga-Makgato, Ga-Rakubu, Ga-Mmasa and Masedi
3	Ga-Phasha, Moshate, Greenside, Vuka, Motolone, Monenyane, Ga-Thoka, Diwaweng, Ga-Joel and Molotone
4	Sephala, Madiehe, Maila, Makwetja, Ga-Thoka, Mashaha, Mabula and Ga-Chewe.
5	Makgato, Lebowa, Mashabe, Morelele and Maphosa
6	Sekonye, Mmamolamodi, Ga-Podu, Dikgading, Mphakane and Springs
7	Matseke, Ramatjowe, Sekhokho and Sefene.
8	Sekakene, Mangata, Polatla, Sione, Ribane and Dikgolaneng
9	Matswaing, Sekhokho, Dipateng, Nyakelang, RDP and Sekhwama
10	Mogwadi, Makgalong A and B, Marowe and Moletjane
11	Sekakene, Mankwe Park and Fatima
12	Ga-Poopedi, Mohodi Ga-Manthata (part), Ga-Maponto (part) and Ga-Broekman (Westphalia)
13	Madikana and Mohodi (part)
14	Ga-Sako, Shakoleng, Schoonveld, Shashe, Ga-Moleele, Koekoek, Ga-Mokgehle, Ga-Tibu, Ga-Manthata and Ga-Kgare.
15	Sako, Kanana, Witlig (Mohlajeng), Kolopo, Sekuruwe, Machabaphala and Maribana.
16	Masehlong, Mabitsela, Phago, Phaudi and Flora

*Source: Municipal Demarcation Board (2011), Molemole IDP, 2017/2018*

## **4. SPATIAL ANALYSIS OF THE CURRENT REALITY**

### **4.1 Socio Economic Profile**

#### **4.1.1 Population Trends and Spatial Distribution**

Demographic trends are key driving forces in any economic development strategy and hence must be considered in any planning process. The demographic profile influences the type and level of demand of goods and services and the pressure on local services and transport.

According to Diagram 1 below, it is clear that Molemole Municipality has the lowest (8.6%) of population in the CDM District as compared to other three Local Municipalities with Polokwane Municipality having the highest (49.9%) population. Furthermore, the disestablishment of Aganang Municipality did not do a large impression on the population dynamics of Molemole as a large chunk of the population was pumped into the Polokwane Municipality.

The current population of Molemole is **125,327** (Statistics SA Community Survey, 2016). According to Statistics South Africa the population of Molemole Municipality was 109 441 as reflected in the 2001 census having registered a 0, 33% increase from the census of 2006. In the 2011 census Statistics SA registered a decline in the population growth percentage of Molemole of -0, 1 with a total population of 108 321.

Figure 2 below depicts the population growth trends of the Molemole Municipality in relation to those other municipalities in the district as well as comparison with the provincial trends. One can see a decline in growth and later a slight increase in growth in 2016.

The slight increase may be attributed to the disestablishment of Aganang Municipality and the inclusion of two wards in Molemole after the 2016 local government elections. That should not be construed as real population growth and it should not be used as a basis for forecasting an increase in the population of Molemole in future.

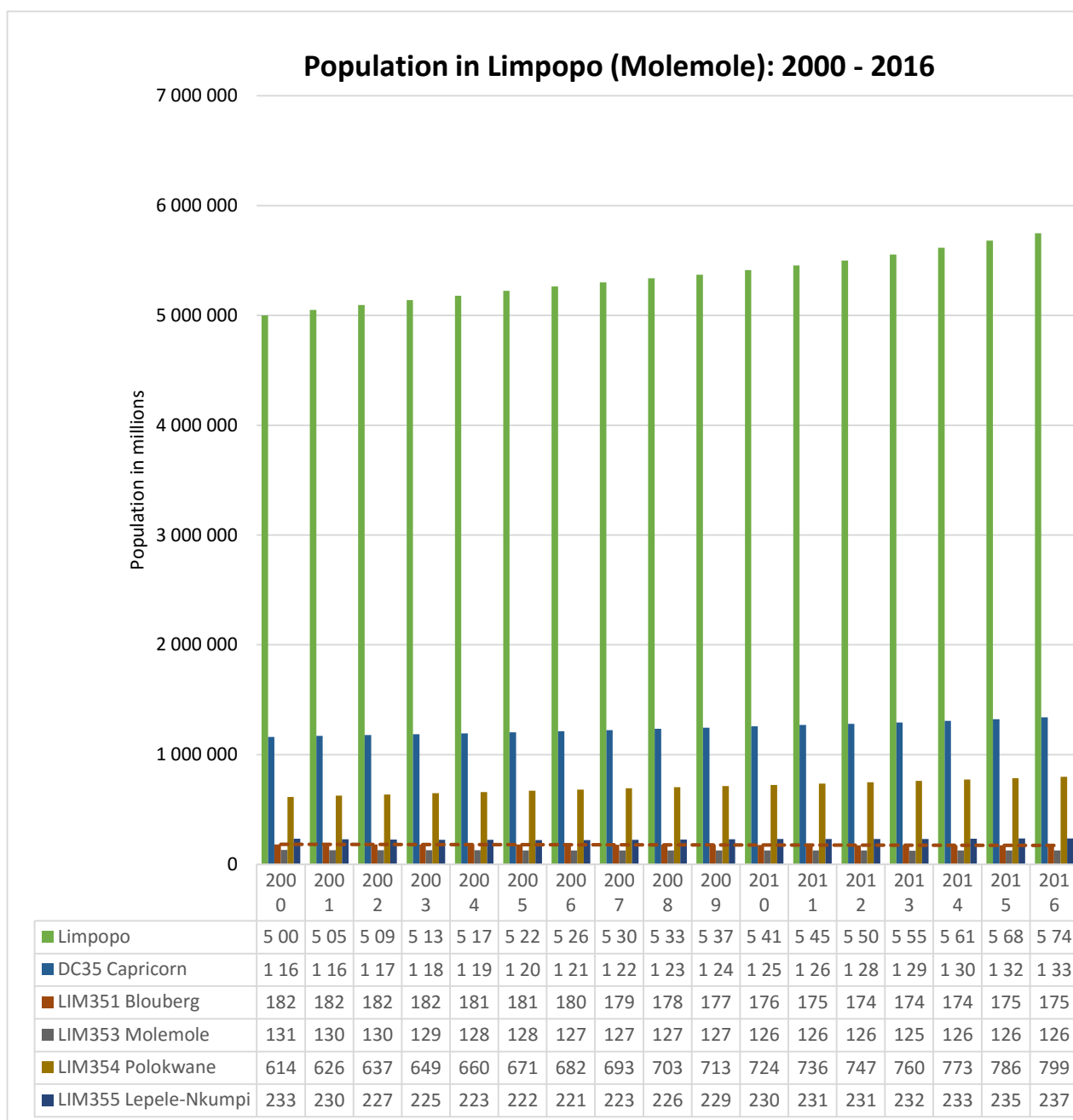
The population growth trends for the Molemole Municipality is an indication that there is no massive growth and this may be attributed to the fact that there are no pull factors such as growing towns or industries that attract a large number of people to the municipality. This may also be an indication that the

municipality experience outward migration that spills into neighbouring municipalities that have created social and economic opportunities that serve as pull factors. This may create a huge demand for services to receiving municipalities as is evidenced by a growing increase in the population of the neighbouring municipality of Polokwane.

#### **4.1.2 Projected Estimates of Population Growth for Molemole Municipality**

The population growth trends for the Molemole Municipality over the past years have shown relative poor growth and as stated above the increase in the population occasioned by the inclusion of some settlements from the disestablished Aganang Municipality will not bring radical change in the population growth trend of the municipality as the settlements included are not large population concentration points or urban centres that attract massive numbers of people due to their levels of socio-economic activities provided at present.

Taking cue from the CDM it is projected that by 2030 the district population would have grown by 0.7%. The understanding is that most of the growth will be in the Polokwane Municipality as a result of rapid urbanization in the area. This SDF forecasts a growth rate of not more than 0.2% for the Molemole Municipality by 2030 which will slightly increase the population to 125 577. However, there will be an increase in population for identified nodes and population concentration points due to their level of development.



**Figure 2: Population Growth Rate of Capricorn Constituent Municipalities**

The total population of Molemole Local Municipality increased as a result of the demarcation process having two wards from the disestablished Aganang Municipality incorporated into Molemole municipality with a population of about 16 832 which then increased the initial population from 108 321 according to census 2011 to 125153. The Molemole population constitutes 8.6% of the Capricorn District's and only 2% of the Limpopo Province's population. Young adults and young couples are migrating to urban areas.

Most wealthy people are also migrating to urban areas to access good basic services as compared to services at local municipalities. The declines in population size have negative impact on the investment opportunities and thus affects the economic potential of the municipality.

#### **4.1.3 Gender Distribution per Settlement**

The gender distribution of a population plays an equally vital role in influencing growth prospects, and will inform decisions on the provision of services such as community services and transport. From Table 2 below it is clear to observe that females constitute a large percentage than males per settlement. This is largely due to migrant labour system.

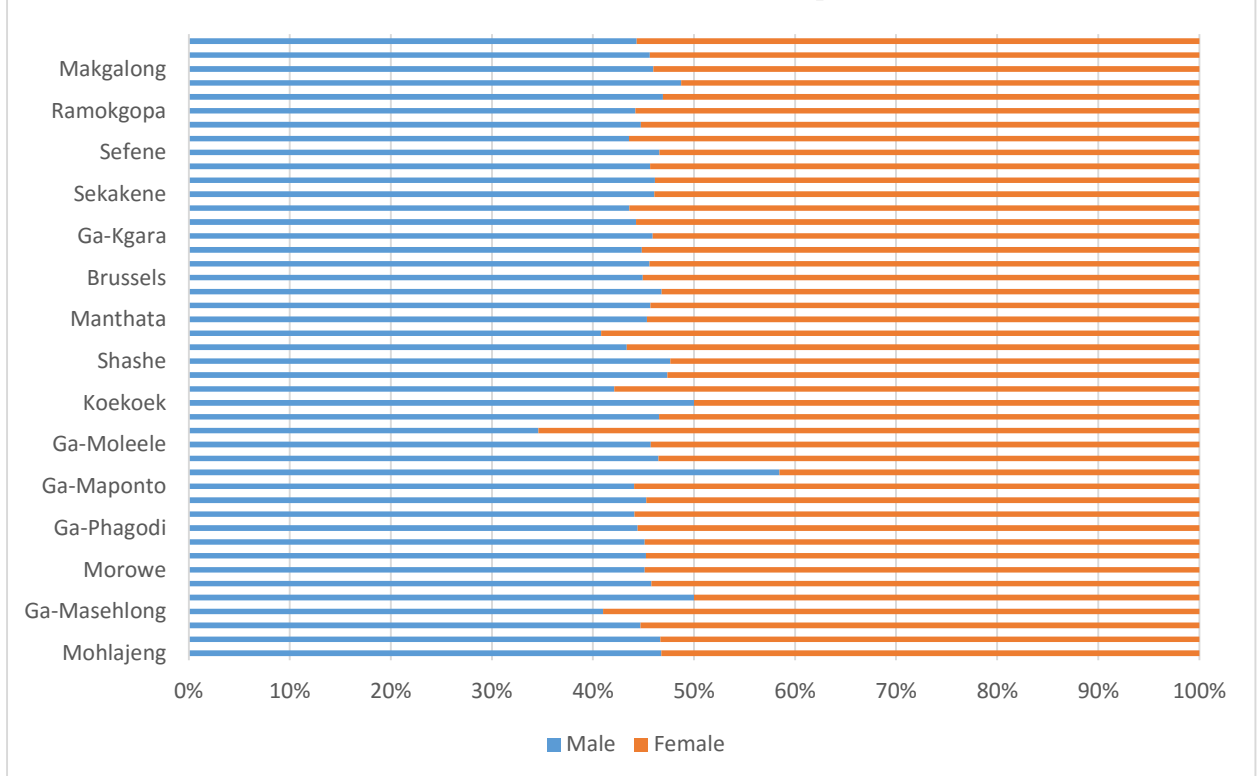
*Table 2: Gender Distribution per Settlement 2011*

<b>Settlements</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Male %</b>	<b>Female %</b>
Ha-Madikana	1617	2052	3666	44.1 %	56.0 %
Mohodi	5946	7182	13128	45.3 %	54.7 %
Ga-Maponto	1995	2532	4530	44.0 %	55.9 %
Molemole NU	3828	2715	6543	58.5 %	41.5 %
Westphalia	480	549	1026	46.8 %	53.5 %
Ga-Moleele	270	324	597	45.2 %	54.3 %
Moshasha	27	51	75	36.0 %	68.0 %
Schellenburg	162	189	354	45.8 %	53.4 %
Koekoek	210	213	420	50.0 %	50.7 %
Ga-Mokwele	75	99	174	43.1 %	56.9 %
Ga-Mabotha	54	57	114	47.4 %	50.0 %
Shashe	180	201	381	47.2 %	52.8 %
Ga-Poopedi	147	195	342	43.0 %	57.0 %
Tshitale	267	387	654	40.8 %	59.2 %
Manthata	204	246	450	45.3 %	54.7 %
Ga-Mokgehle	252	300	555	45.4 %	54.1 %
Mogwadi	1893	2148	4044	46.8 %	53.1 %
Brussels	363	441	804	45.1 %	54.9 %
Schoonveld	264	315	576	45.8 %	54.7 %
Sakoleng	264	321	585	45.1 %	54.9 %
Ga-Kgara	186	219	405	45.9 %	54.1 %
Ga-Sako	231	291	519	44.5 %	56.1 %

<b>Settlements</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Male %</b>	<b>Female %</b>
Ga-Phasha	828	1071	1899	43.6 %	56.4 %
Sekakene	1728	2016	3747	46.1 %	53.8 %
Mangate	696	813	1509	46.1 %	53.9 %
Botlokwa (Mphakane)	9333	11109	20439	45.7 %	54.4 %
Sefene	1842	2109	3948	46.7 %	53.4 %
Ramatjowe	1047	1356	2403	43.6 %	56.4 %
Matseke	2751	3399	6153	44.7 %	55.2 %
Ramokgopa	6567	8292	14859	44.2 %	55.8 %
Nthabiseng	1257	1422	2679	46.9 %	53.1 %
Morbeng	1155	1215	2370	48.7 %	51.3 %
Makgalong	171	201	375	45.6 %	53.6 %
Ga-Makgato	1443	1719	3159	45.7 %	54.4 %
Eisleben	2145	2694	4839	44.3 %	55.7 %
Sekuruwe	108	123	225	48.0 %	54.7 %
Kanana	657	813	1473	44.6 %	55.2 %
Ga-Kolopo	528	639	1167	45.2 %	54.8 %
Ga-Mabitsela	873	1029	1905	45.8 %	54.0 %
Morowe	1452	1767	3219	45.1 %	54.9 %
Ga-Phagodi	633	792	1428	44.3 %	55.5 %
Modderput	84	84	168	50.0 %	50.0 %
Ga-Masehlong	444	636	1083	41.0 %	58.7 %
Ga-Mabitsela	651	771	1422	45.8 %	54.2 %
Mohlajeng	501	570	1068	46.9 %	53.4 %
Ga-Maribana	717	873	1593	45.0 %	54.8 %

*Source: STATS SA, Census 2011*

**Figure 3: Molemole LM Gender Distribution per Settlement**



*Source: STATS SA, Census 2011*

#### **4.1.4 Age Distribution per Settlement**

The age structure of a population plays an equally vital role in influencing growth prospects, and will inform decisions on the provision of services such as community services and transport. The age structure of Molemole LM compares relatively well to that of the Capricorn DM, and Limpopo Province.

The proportion of people in the age categories (75+ years) has slightly increased since 2007. This means that there is an expected pressure on the provision of old age facilities such as pension pay points. Evidently, the proportion of people in the working age groups (20-65years) declined and slightly increased as people reach retirement years.

The proportion of people in the low and school-going age categories (0-19 years) slightly remains high like Limpopo and Capricorn DM in terms of gender composition, female gender in Molemole LM is relatively dominant (54%) than male gender (46%). Clearly this is as a result of migration of male population to other provinces in search of job opportunities. This puts pressure on the Molemole LM to create job opportunities to counter exodus of economically active population to other areas.



**Table 3: Geography Hierarchy By Age - Broad Age Groups Counting: Person Weight**

Age - broad age groups	0–14 (Children)	15–34 (Youth)	35–64 (Adults)	65+ (Elderly)	Total
<b>Geography hierarchy 2016</b>					
LIM355 : Lepelle-Nkumpi	86332	80560	45063	23424	235380
LIM351 : Blouberg	68998	58359	28545	16699	172601
LIM353 : Molemole	46795	43474	22519	12539	125327
LIM354 : Polokwane	244792	324607	168700	59027	797127
<b>DC35: Capricorn</b>	<b>446918</b>	<b>507000</b>	<b>264828</b>	<b>111690</b>	<b>1330436</b>

*Source: Stats SA Community Survey 2016, Molemole IDP, 2017/2018*

Capricorn DM, and Limpopo Province. The proportion of people in the age categories (75+ years) has slightly increased since 2007. This means that there is an expected pressure on the provision of old age facilities such as pension pay points as well as home care facilities for the aged. Evidently, the proportion of people in the working age groups (20-65 years) declined and slightly increased as people reach retirement years. The proportion of people in the low and school-going age categories (0-19 years) slightly remains high like Limpopo and Capricorn DM in terms of gender composition, female gender in Molemole LM is relatively dominant (54%) than male gender (46%). Clearly this is as a result of migration of male population to other provinces in search of job opportunities. This puts pressure on the Molemole LM to create job opportunities to counter exodus of economically active population to other areas.

#### **4.1.5 Level of Education per Settlement**

The high proportion of people not schooling is a very important issue to advice on as a high illiteracy will reflect negatively on the socio-economic performance and development of the municipality. The improvement of the resident's skills will act as a catalyst to the development of the municipality.

Molemole is serviced by 86 schools comprising 53 primary schools, 32 secondary schools and 1 combined school. There is one satellite FET College in Ramokgopa village. Molemole has the highest proportion (20, 1%) of people not schooling. Of the people that have had formal education, 3% completed primary school, and only 18, 4% completed matric. All the schools have access to water, sanitation and electricity. All schools are provided with school nutrition.

**Table 4: Molemole LM Level of Education per Settlement, Stats SA, 2011**

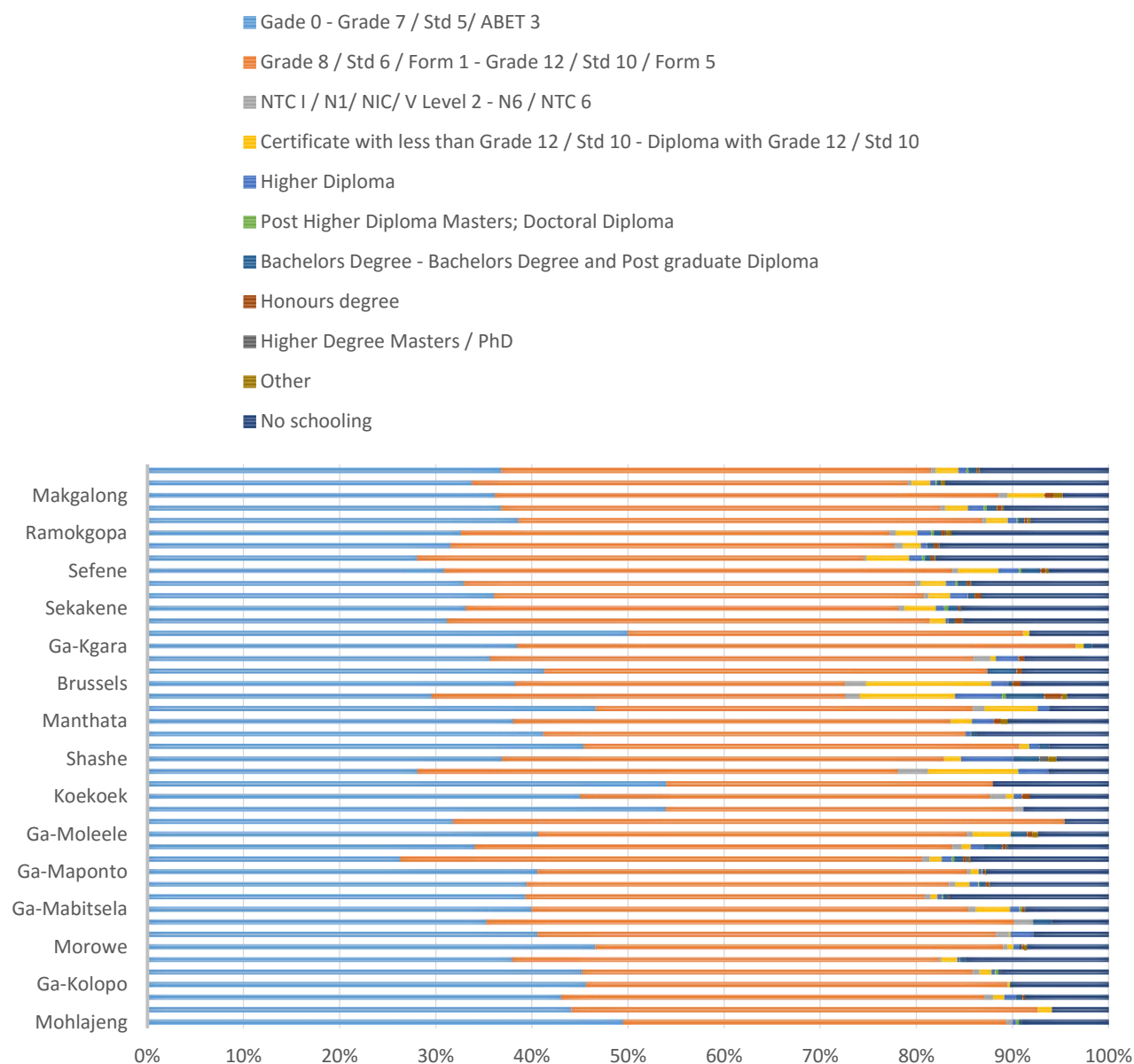
Settlement	Grade 0 - Grade 7 / Std 5/ ABET 3	Grade 8 / Std 6 / Form 1 - Grade 12 / Std 10 / Form 5	NTC 1 / N1/ NIC/ V Level 2 - N6 / NTC 6	Certificate with < Grade 12 / Std 10 - Diploma with Grade 12 / Std 10	Higher Diploma	Post Higher Diploma Masters; Doctoral Diploma	Bachelor's Degree and Post graduate Diploma	Honours Degree	Higher Degree Masters / PhD	Other	No Schooling
Ha-Madikana	39.4 %	41.5 %	0.6 %	0.8 %	0.5 %	0.1 %	0.6 %	0.1 %	0.0 %	0.0 %	16.5 %
Mohodi	39.5 %	43.9 %	0.7 %	1.5 %	0.8 %	0.1 %	0.7 %	0.3 %	0.1 %	0.1 %	12.3 %
Ga-Maponto	40.5 %	44.7 %	0.3 %	0.9 %	0.3 %	0.1 %	0.2 %	0.2 %	0.0 %	0.0 %	12.7 %
Molemole NU	26.3 %	54.3 %	0.7 %	1.3 %	1.0 %	0.2 %	0.9 %	0.3 %	0.3 %	0.2 %	14.3 %
Westphalia	34.1 %	49.7 %	1.0 %	0.6 %	1.3 %	0.3 %	1.6 %	0.3 %	0.3 %	0.0 %	10.4 %
Ga-Moleele	40.9 %	44.9 %	0.0 %	4.0 %	0.0 %	0.0 %	1.1 %	0.0 %	0.0 %	0.0 %	7.4 %
Moshasha	30.4 %	56.5 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	4.3 %
Schellenburg	53.4 %	36.9 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	9.7 %
Koekoek	45.5 %	43.1 %	1.6 %	0.8 %	0.8 %	0.0 %	0.0 %	0.8 %	0.0 %	0.0 %	8.9 %
Ga-Mokwele	54.9 %	31.4 %	0.0 %	2.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	11.8 %
Ga-Mabotha	25.8 %	51.6 %	3.2 %	9.7 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	6.5 %
Shashe	36.3 %	45.1 %	0.0 %	1.8 %	5.3 %	0.9 %	2.7 %	0.0 %	0.9 %	0.9 %	6.2 %
Ga-Poopedi	45.9 %	44.9 %	0.0 %	1.0 %	1.0 %	0.0 %	1.0 %	0.0 %	0.0 %	0.0 %	6.1 %
Tshitale	40.5 %	43.2 %	0.0 %	0.5 %	0.5 %	0.0 %	1.1 %	0.0 %	0.5 %	0.5 %	13.5 %
Manthata	38.3 %	45.9 %	0.0 %	2.3 %	2.3 %	0.0 %	0.0 %	0.0 %	0.0 %	0.8 %	10.5 %
Ga-Mokgehle	45.7 %	39.0 %	1.2 %	5.5 %	1.2 %	0.0 %	0.6 %	0.0 %	0.0 %	0.0 %	6.1 %
Mogwadi	29.5 %	43.0 %	1.5 %	9.9 %	4.8 %	0.5 %	4.0 %	1.7 %	0.1 %	0.5 %	4.3 %
Brussels	38.3 %	33.9 %	2.2 %	13.0 %	1.7 %	0.4 %	0.0 %	0.4 %	0.0 %	0.0 %	9.1 %
Schoonveld	41.1 %	46.4 %	0.0 %	0.0 %	0.0 %	0.0 %	3.0 %	0.6 %	0.0 %	0.0 %	8.9 %
Sakoleng	35.5 %	50.6 %	1.7 %	0.6 %	1.7 %	0.0 %	0.0 %	0.6 %	0.0 %	0.0 %	8.1 %
Ga-Kgara	37.3 %	57.6 %	0.8 %	0.8 %	0.8 %	0.0 %	0.8 %	0.0 %	0.0 %	0.0 %	1.7 %
Ga-Sako	50.3 %	40.1 %	0.0 %	0.7 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	8.8 %
Ga-Phasha	31.0 %	50.2 %	0.2 %	1.7 %	0.5 %	0.0 %	0.7 %	0.5 %	0.2 %	0.2 %	14.9 %
Sekakene	33.1 %	45.1 %	0.6 %	3.3 %	0.8 %	0.4 %	1.1 %	0.2 %	0.0 %	0.0 %	15.4 %
Mangate	35.9 %	44.9 %	0.7 %	2.3 %	1.8 %	0.0 %	0.7 %	0.7 %	0.0 %	0.0 %	13.0 %
Botlokwa (Mphakane)	32.9 %	46.9 %	0.6 %	2.7 %	1.0 %	0.2 %	1.0 %	0.3 %	0.1 %	0.1 %	14.3 %

Settlement	Grade 0 - Grade 7 / Std 5/ ABET 3	Grade 8 / Std 6 / Form 1 - Grade 12 / Std 10 / Form 5	NTC 1 / N1/ NIC/ V Level 2 - N6 / NTC 6	Certificate with < Grade 12 / Std 10 - Diploma with Grade 12 / Std 10	Higher Diploma	Post Higher Diploma Masters; Doctoral Diploma	Bachelor's Degree and Post graduate Diploma	Honours Degree	Higher Degree Masters / PhD	Other	No Schooling
Sefene	31.0 %	53.0 %	0.5 %	4.2 %	2.1 %	0.3 %	2.0 %	0.4 %	0.1 %	0.3 %	6.1 %
Ramatjowe	28.1 %	46.2 %	0.3 %	4.5 %	1.3 %	0.3 %	0.6 %	0.3 %	0.1 %	0.1 %	17.9 %
Matseke	31.6 %	46.3 %	0.8 %	1.9 %	0.6 %	0.1 %	0.7 %	0.4 %	0.1 %	0.1 %	17.5 %
Ramokgopa	32.7 %	44.6 %	0.7 %	2.3 %	1.4 %	0.3 %	0.8 %	0.4 %	0.2 %	0.5 %	16.3 %
Nthabiseng	38.5 %	48.4 %	0.4 %	2.2 %	1.0 %	0.0 %	0.5 %	0.3 %	0.0 %	0.3 %	8.1 %
Morbeng	36.9 %	45.7 %	0.3 %	2.4 %	1.5 %	0.1 %	1.0 %	0.4 %	0.0v	0.3 %	10.9 %
Makgalong	36.2 %	51.4 %	1.0 %	2.9 %	1.0 %	0.0 %	0.0 %	0.0 %	0.0 %	1.0 %	3.8 %
Ga-Makgato	33.9 %	45.5 %	0.3 %	2.0 %	0.4 %	0.1 %	0.4 %	0.0 %	0.0 %	0.4 %	17.0 %
Eisleben	36.8 %	44.8 %	0.5 %	2.4 %	0.8 %	0.2 %	0.8 %	0.2 %	0.1 %	0.0 %	13.4 %
Mohlajeng	49.5 %	39.9 %	0.7 %	0.0 %	0.3 %	0.3 %	0.3 %	0.0 %	0.0 %	0.0 %	9.0 %
Sekuruwe	44.8 %	49.3 %	0.0 %	1.5 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	6.0 %
Kanana	42.9 %	43.8 %	0.9 %	1.2 %	1.2 %	0.0 %	0.7 %	0.2 %	0.0 %	0.0 %	8.7 %
Ga-Kolopo	45.6 %	43.8 %	0.0 %	0.3 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	10.2 %
Ga-Phagodi	37.8 %	44.1 %	0.2 %	1.7 %	0.2 %	0.2 %	0.7 %	0.0 %	0.0 %	0.0 %	14.6 %
Morowe	46.6 %	42.5 %	0.4 %	0.6 %	0.6 %	0.0 %	0.3 %	0.0 %	0.0 %	0.0 %	8.5 %
Ga-Maribana	40.5 %	47.6 %	1.3 %	0.2 %	2.4 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	7.8 %
Modderput	35.3 %	54.9 %	0.0 %	0.0 %	0.0 %	0.0 %	2.0 %	0.0 %	0.0 %	0.0 %	5.9 %
Ga-Mabitsela	40.0 %	45.7 %	0.5 %	3.6 %	1.0 %	0.0 %	0.0 %	0.2 %	0.0 %	0.0 %	8.6 %
Ga-Masehlong	45.3 %	40.4 %	0.7 %	1.3 %	0.0 %	0.7 %	0.0 %	0.0 %	0.0 %	0.0 %	11.1 %

*Source: STATS SA, Census 2011*

Molemole has (2) functional community libraries at Mogwadi and Morebeng and six (6) mobile libraries at schools – four in the East (Sefoloko High School, Kgwadu Primary School, Itshumeleng Primary and Rakgasema Pre-School) and two (2) in the west (Seripa In height School and Mangwato Primary School).

**Figure 4: Molemole LM Level of Education Per Settlement, Stats SA, 2011**



**Source: STATS SA, Census 2011**

The municipality also has two libraries in the village, Ramatjowe and Matseke libraries but due to staff shortages and limited resources, the libraries are not

functional. There is currently construction of a community library at Ramokgopa village.

Most of the schools are currently experiencing shortages of both classrooms and educators hence an imbalance in the teacher/learner ratio. Most of the schools are at a dilapidating stage and need to be rebuild, e.g. Masenwe Primary School at Mohodi Ha-Manthata.

The low literacy levels for Molemole can be attributed to insufficient infrastructure to aid in educational development as this status quo report on education reflects. It is common cause as reflected in the municipal IDP 2018\19 that no effective teaching and learning can take place properly if a conducive environment is not made.

The lack of libraries, dilapidated school infrastructure and an imbalance in educator/learner ratio has immensely contributed to this sorry state of affairs on the education front. One can clearly see that libraries have mainly been functional in Morebeng and Mogwadi and could not be accessible to the majority of learners in areas that are not within walking distance of such facilities.

#### **4.1.6 Implications of Low Educational Levels for Molemole Municipality**

The low literacy levels increase the level of dependency for the Molemole population on welfare from government as it limits the participation of an uneducated population into the main stream economy. A large number of the population will depend on social grants for their survival.

Furthermore, low literacy levels promote a surge in social ills such as crime, alcohol and drug abuse which are not good for building the social fabric of the community. This will have far reaching negative consequences for the growth and development of the municipality

#### **4.1.7 Income Levels per Settlement**

As with education levels, income levels are concentrated in the low income categories and decrease in the high income brackets. This is an indication of poverty levels or state of communities and hence low affordability levels. Table

5 shows high proportion of people with no income which also signals the level of poverty in this Municipality.

This category represents the proportion of people who are unemployed and rely on government grants. This poses a challenge for the Municipality in terms of job creation and the need to invest in education and skills training.

*Table 5: Molemole LM Income Levels per Settlement, Stats SA, 2011*

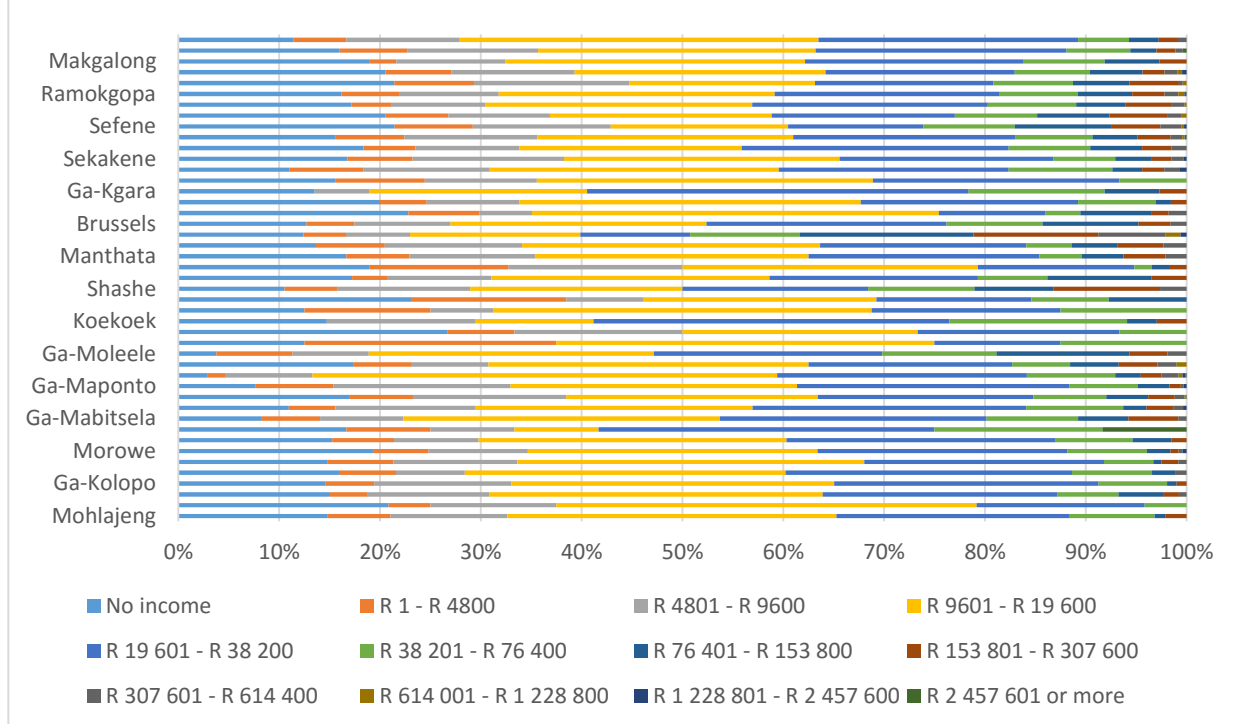
	R1 - R4800	R4801 - R9600	R9601 - R19 600	R19 601 - R38 200	R38 201 - R76 400	R76 401 - R153 800	R153 801 - R307 600	R307 601 - R614 400	R614 001 - R1 228 800	R1 228 801 - R2 457 600	R2 457 601 or more	R2 457 601 or more
Ha-Madikana	5.5 %	15.5 %	30.6 %	30.3 %	10.7 %	3 %	3 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Mohodi	7.4 %	18.3 %	30.1 %	25.7 %	8.7 %	5 %	3 %	1 %	0.1 %	0.1 %	6 %	0.2 %
Ga-Maponto	8.0 %	19.0 %	30.6 %	29.1 %	7.3 %	3 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Molemole NU	1.8 %	8.9 %	47.5 %	25.5 %	9.0 %	3 %	2 %	2 %	0.4 %	0.2 %	3 %	0.1 %
Westphalia	6.9 %	9.2 %	39.1 %	24.1 %	8.0 %	6 %	5 %	1 %	1.1 %	0.0 %	0 %	0.0 %
Ga-Moleele	5.9 %	7.8 %	29.4 %	23.5 %	11.8 %	14 %	4 %	2 %	0.0 %	0.0 %	0 %	0.0 %
Moshasha	14.3 %	0.0 %	42.9 %	14.3 %	0.0 %	0 %	0 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Schellenburg	9.1 %	22.7 %	31.8 %	31.8 %	9.1 %	0 %	0 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Koekoek	0.0 %	18.5 %	14.8 %	40.7 %	18.5 %	4 %	0 %	4 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Mokwele	13.3 %	6.7 %	40.0 %	26.7 %	13.3 %	0 %	0 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Mabotha	11.1 %	11.1 %	33.3 %	22.2 %	11.1 %	11 %	0 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Shashe	6.1 %	15.2 %	24.2 %	21.2 %	9.1 %	9 %	9 %	3 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Poopedi	4.2 %	8.3 %	33.3 %	25.0 %	8.3 %	17 %	4 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Tshitale	17.0 %	23.4 %	36.2 %	19.1 %	2.1 %	2 %	2 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Manthata	8.1 %	16.2 %	35.1 %	29.7 %	2.7 %	8 %	5 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Mokgehle	7.7 %	15.4 %	33.3 %	23.1 %	7.7 %	5 %	5 %	3 %	0.0 %	0.0 %	0 %	0.0 %
Mogwadi	4.5 %	7.2 %	19.2 %	12.4 %	12.4 %	19 %	14 %	8 %	1.7 %	0.7 %	3 %	0.3 %
Brussels	5.5 %	10.9 %	29.1 %	27.3 %	10.9 %	9 %	2 %	2 %	0.0 %	0.0 %	0 %	0.0 %
Schoonveld	9.1 %	6.8 %	52.3 %	13.6 %	4.5 %	9 %	2 %	2 %	0.0 %	0.0 %	0 %	0.0 %
Sakoleng	5.6 %	11.1 %	38.9 %	25.9 %	9.3 %	2 %	2 %	2 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Kgara	0.0 %	5.9 %	23.5 %	41.2 %	14.7 %	6 %	3 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Sako	10.5 %	15.8 %	39.5 %	28.9 %	7.9 %	0 %	3 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Phasha	8.4 %	14.3 %	33.6 %	25.2 %	10.9 %	3 %	3 %	2 %	0.0 %	0.8 %	0 %	0.0 %
Sekakene	7.4 %	17.9 %	33.0 %	25.3 %	7.4 %	5 %	2 %	1 %	0.0 %	0.4 %	0 %	0.0 %
Mangate	6.3 %	12.6 %	27.0 %	32.4 %	9.9 %	6 %	4 %	2 %	0.0 %	0.0 %	0 %	0.0 %
Botlokwa (Mphakane)	8.1 %	15.6 %	30.0 %	26.1 %	9.0 %	5 %	4 %	1 %	0.3 %	0.1 %	9 %	0.2 %
Sefene	10.1 %	17.0 %	22.2 %	17.3 %	11.4 %	12 %	6 %	3 %	0.3 %	0.3 %	0 %	0.0 %
Ramatjowe	7.8 %	13.2 %	27.5 %	22.2 %	10.2 %	9 %	7 %	2 %	0.6 %	0.0 %	0 %	0.0 %

	R1 - R4800	R4801 - R9600	R9601 - R19 600	R19 601 - R38 200	R38 201 - R76 400	R76 401 - R153 800	R153 801 - R307 600	R307 601 - R614 400	R614 001 - R1 228 800	R1 228 801 - R2 457 600	R2 457 601 or more	R2 457 601 or more
Matseke	5.1 %	11.2 %	31.9 %	28.0 %	10.8 %	6 %	6 %	2 %	0.2 %	0.2 %	0 %	0.0 %
Ramokgopa	6.9 %	11.8 %	32.7 %	26.6 %	9.4 %	6 %	4 %	2 %	0.6 %	0.1 %	6 %	0.2 %
Nthabiseng	10.0 %	19.6 %	23.4 %	22.5 %	9.6 %	7 %	6 %	0 %	0.5 %	0.0 %	0 %	0.0 %
Morbeng	8.2 %	15.3 %	31.1 %	24.0 %	9.3 %	6 %	3 %	2 %	1.1 %	1.1 %	0 %	0.0 %
Makgalong	3.4 %	13.8 %	37.9 %	27.6 %	13.8 %	3 %	3 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Makgato	7.9 %	15.4 %	32.5 %	29.8 %	7.5 %	3 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Eisleben	6.0 %	12.6 %	40.5 %	29.0 %	6.0 %	3 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Total	6.7 %	13.9 %	32.7 %	25.7 %	9.1 %	6 %	4 %	2 %	0.4 %	0.2 %	30 %	0.1 %
Mohlajeng	7.4 %	14.8 %	37.0 %	27.2 %	9.9v	1 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Sekuruwe	5.3 %	10.5 %	52.6 %	21.1 %	5.3 %	5 %	0 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Kanana	4.4 %	13.3 %	38.9 %	27.4 %	6.2 %	5 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Kolopo	5.7 %	15.9 %	36.4 %	30.7 %	8.0 %	1 %	1 %	0 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Masehlong	6.8 %	8.2 %	38.4 %	32.9 %	8.2 %	3 %	1 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Ga-Phagodi	7.6 %	14.3 %	40.0 %	27.6 %	6.7 %	1 %	2 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Morowe	6.8 %	12.1 %	35.4 %	30.6 %	9.7 %	3 %	1 %	1 %	0.0 %	0.0 %	0 %	0.0 %
Modderput	0.0 %	0.0 %	10.0 %	50.0 %	20.0 %	0 %	0 %	0 %	0.0 %	0.0 %	3 %	10.0 %
Ga-Mabitsela	6.3 %	8.9 %	33.9 %	28.6 %	9.8 %	5 %	4 %	1 %	0.0 %	0.0 %	3 %	0.9 %
Ga-Maribana	6.3 %	9.9 %	36.0 %	31.5 %	9.0 %	5 %	2 %	0 %	0.0	0.0 %	0 %	0.0 %

Source: STATS SA, Census 2011



**Figure 5: Molemole LM Income Levels per Settlement, Stats SA, 2011**



Source: STATS SA, Census 2011

#### 4.1.8 Employment Profile

Job creation and poverty alleviation still remain important challenges to be addressed. Majority of the people are more concentrated in the public sector. There are limited industrial areas which can be able to absorb the technical skilled employees.

**Figure 6: Molemole LM Employment Status per Settlement, Stats SA, 2011**



*Source: STATS SA, Census 2011*

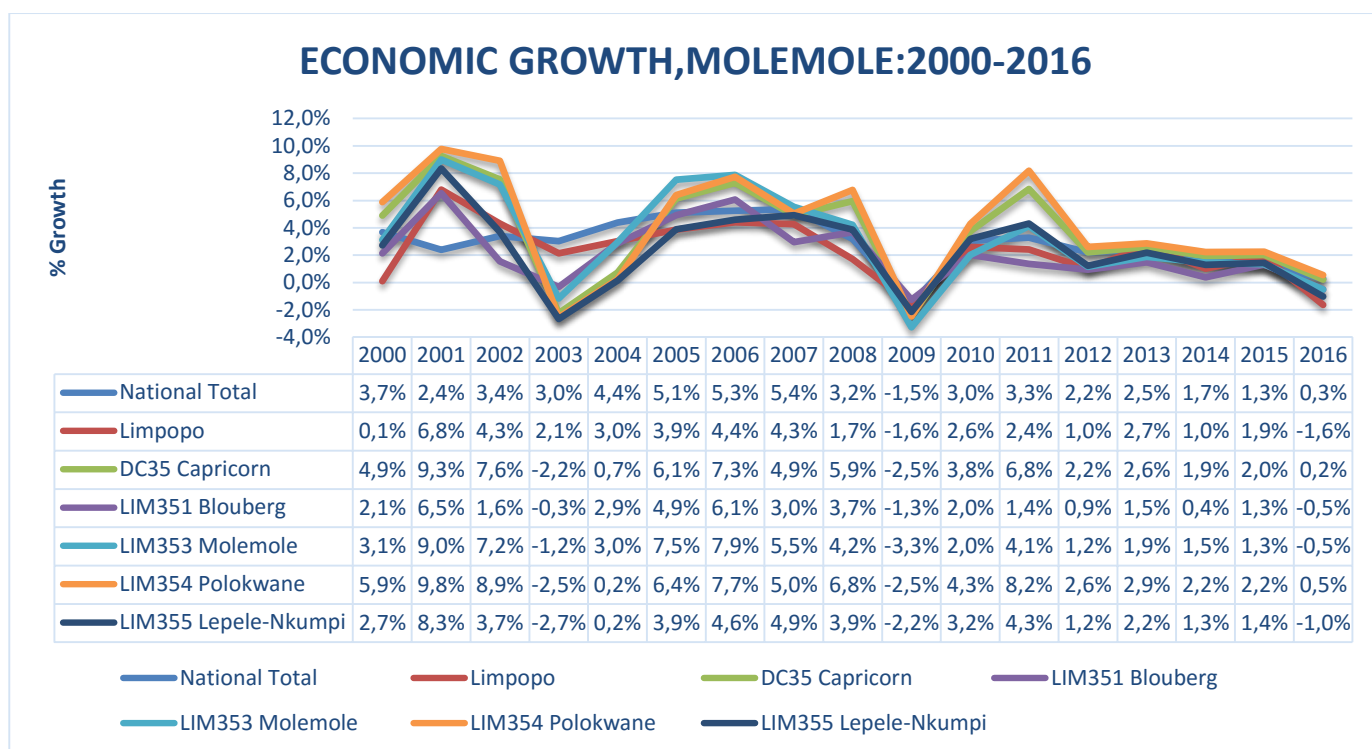
#### 4.1.8.1 Unemployment Rates

The economically active population in Molemole Local Municipality increased significantly from 26.3% (26 412) in 2007 to 56.9% (61598) in 2011(see Table 5). Job creation and poverty alleviation still remain important challenges to be addressed as the unemployment rate increased from 32.4% (8 561) in 2007 to 42.7% (11 344) in 2011.

**Table 6: Employment Status in Molemole Local Municipality, 2011**

	2011	Percentage
Employed	15225	57.3
Unemployed	11344	42.7
<b>Total</b>	<b>26569</b>	<b>100.0</b>
Economically Active	61598	56.9
Not Economically Active	46723	43.1
<b>Total population</b>	<b>108321</b>	<b>100.0</b>

*Source: STATS SA, Census 2011*



**Figure 7: Economic Growth Trends of Capricorn Constituent Municipalities Source Global Insight/REX 2016**

The economy of Limpopo province has sustained a positive trajectory over the years, only recording negative growth in 2009 due largely to the global financial crisis. The local economy has been on a growth path in the past years, recording a 2.0 percent GDP growth rate in 2015. The 2.0 percent GDP growth rate is however below the Limpopo Development Plan targeted GDP growth of 3 percent which was deemed suitable to stimulate job creation in the province.

In terms of the district's economic performance, the districts' GDP growth rate trends tend to follow a similar pattern with the provincial trend. Waterberg district economy has been performing better than the other districts and the provincial average GDP growth since 2011 and this is mainly attributable to the recent economic activities in the Lephalale area of the district. Generally, the Limpopo districts economies are on a positive path except for Vhembe and Mopani districts which recorded negative growth between 2012 and 2014.

In terms of total value addition, the national, provincial and the local economies experienced an expansion between 2000 and 2016 (see Figure 4). The national economy value addition expanded from R 1.98 trillion in 2000 to R 2.74 trillion in 2010 to R 3.09 trillion in 2016.

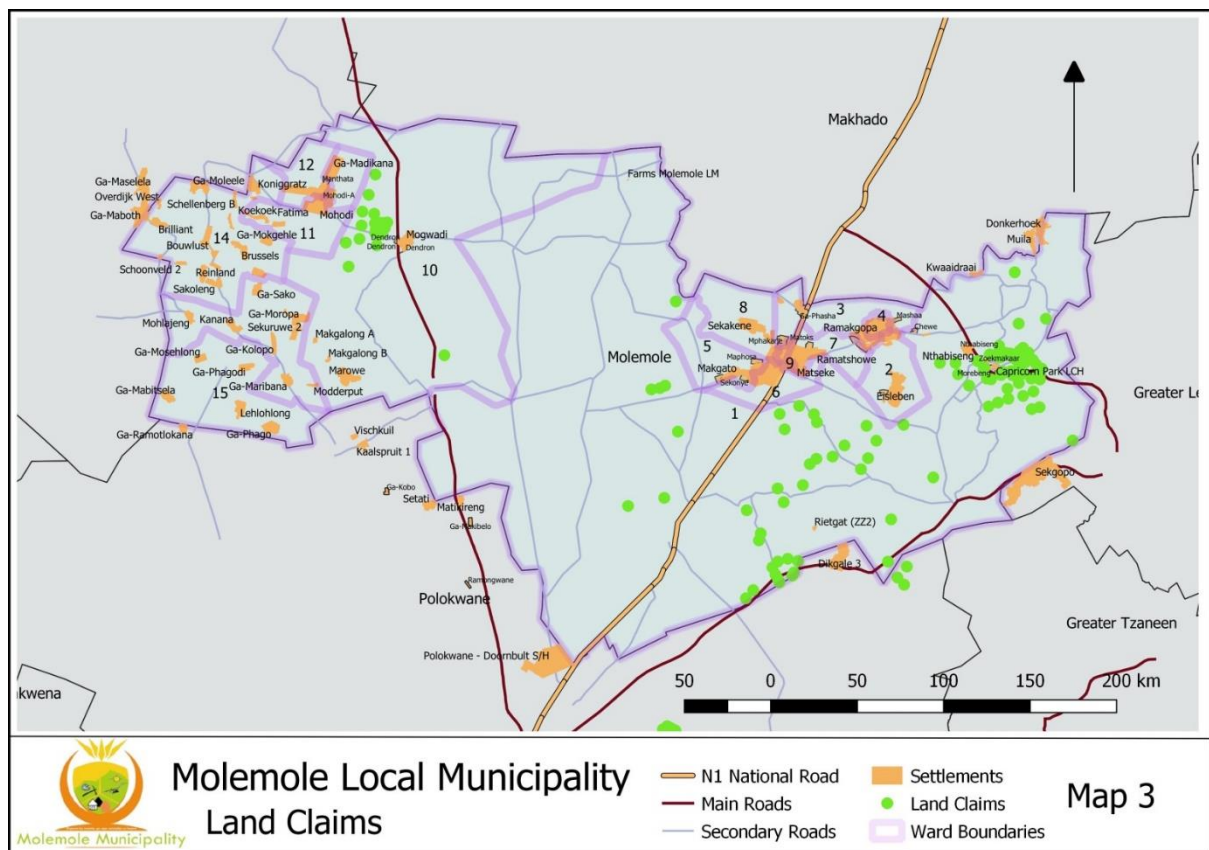
The provincial economy grew from R 148 billion in 2000 to R 202 billion in 2010 and further to R217 billion. The Molemole economy, which contributes 6% to the Capricorn District

economy, grew from R 2.10 billion from 2000 to R3.98 billion in 2010, which is an expansion by 53% and further to R4.18 billion in 2016.

## 4.2 Institutional Structure

### 4.2.1 Land Claims

Molemole Municipality is not immune from land claims lodged in terms of the Restitution of Land Act. Various communities from within and outside the municipality have lodged claims with the Regional Land Claims Commission. Maps 3 and 4 illustrate the spatial distribution of land claims in the study area and Table 7 provides a list of such land claims obtained from Provincial Land Claims Commission).



Source: DRDLR (Provincial Land Claims Commission)

**Table 7: Land Claims**

Item	Name of Farm	Land Claim Status
1	De Put 611 LS	Gazetted
2	Langgerecht 610 LS	Gazetted
3	Locatie van Malietzie 606 LS	Gazetted
4	Maroelabult 614 LS	Gazetted
5	Kalkfontein 615 LS	Gazetted
6	Uitkoms 864 LS	Gazetted
7	Fortklipdam 852 LS	Gazetted
8	Palmietfontein 620 LS	Gazetted
9	Kareebosch 618 LS	Gazetted
10	Palmietkuil 853 LS	Gazetted
11	Klapperbosch 752 LS	Gazetted
12	Tijgerfontein 503 LS	Gazetted
13	Groenvlei 751 LS	Gazetted
14	Swartlaagte 749 LS	Gazetted
15	Graspan 753 LS	Gazetted
16	Leeuwkopje 505 LS	Gazetted
17	Zwartpan 755 LS	Gazetted
18	Withoutlaagte 757 LS	Gazetted
19	Vlakfontein 759 LS	Gazetted
20	Driedoornhoek 452 LS	Gazetted
21	Zoutfontein 501 LS	Gazetted
22	Helpmekaar 819 LS	Gazetted
23	Segops Location 821 LS	Gazetted
24	Waterval 827 LS	Gazetted
25	Netrecht 832 LS	Gazetted
26	Diepkloof 830 LS	Gazetted
27	Patryspan 207 LS	Gazetted
28	Driedoornhoek 452 LS	Gazetted
29	Zoutfontein 501 LS	Gazetted
30	Ruigtesvly 475 LS	Historical Valuation
31	Matjesgoedfontein 513 LS	Historical Valuation
32	Kleinfontein 847 LS	Negotiations
33	Schuinsgelegen 845 LS	Negotiations
34	Rietspruit 792 LS	Negotiations
35	Bodensteinshoop 765 LS	Negotiations
36	Maroelaput 764 LS	Negotiations
37	Brakfontein 796 LS	Negotiations

Item	Name of Farm	Land Claim Status
38	Waterval 793 LS	Negotiations
39	Noogensfontein 780 LS	Negotiations
40	Mooiplaats 815 LS	Negotiations
41	Magataspruit 816 LS	Negotiations
42	Uitval 817 LS	Negotiations
43	Blinkwater 784 LS	Negotiations
44	Salamis 807 LS	Research
45	Roodewal 808 LS	Research
46	Uitvalplaats 842 LS	Research
47	Zoetfontein 797 LS	Research
48	Waterval 793 LS	Research
49	Rechtdaar 175 LS	Research
50	Draaifontein 180 LS	Research
51	Tarentaaldraai 493 LS	Research
52	Deonderstewagendrift 464 LS	Research
53	Paardesmid 469 LS	Research
54	The Grange 471 LS	Research
55	Uitkomst 769 LS	Research
56	Doornlaagte 787 LS	Research
57	Ramapoetspruit 514 LS	Research
58	Deelkraal 515	Research
59	Modderfontein 517 LS	Research
60	Grobler 776 LS	Research
61	Waterval 785 LS	Research
62	Zoetmekaar 778 LS	Research
63	Boschkopje 519 LS	Research
64	Setali 122 LT	Research
65	Rietvlei 130 LT	Research
66	Setali 131 LT	Research
67	Setali 431 LT	Research
68	Voorspoed 132 LT	Research
69	Wakkeestroom 484 LT	Research
70	Swaneswang 1175 LT	Research

*Source: DRDLR (Provincial Land Claims Commission)*

#### **4.2.2 Analysis and Implications of Land Claims for Molemole Municipality**

Map2 and table 7 clearly indicate that most of the land claims are found in areas that are mainly used for commercial purposes and, save for Mogwadi node, do not have a bearing on the built environment of the municipality. This means that there won't be uncertainty within the built environment with regard to issues such as resettlements. However, the non-finalization of land claims for the municipality has the potential to threaten food security as current land owners are unable to commit to medium to long term commercial investment on such farms pending the finalization of such claims.

The expansion of the Mogwadi node will also be affected by the non-finalization of land claims on the north western part of the node towards the Koppie (Tlapa la Mohodi) along the R521 road as uncertainty affects the municipality's planning around such farms for human settlement placement and commercial retail development coupled with infrastructure planning in such farms.

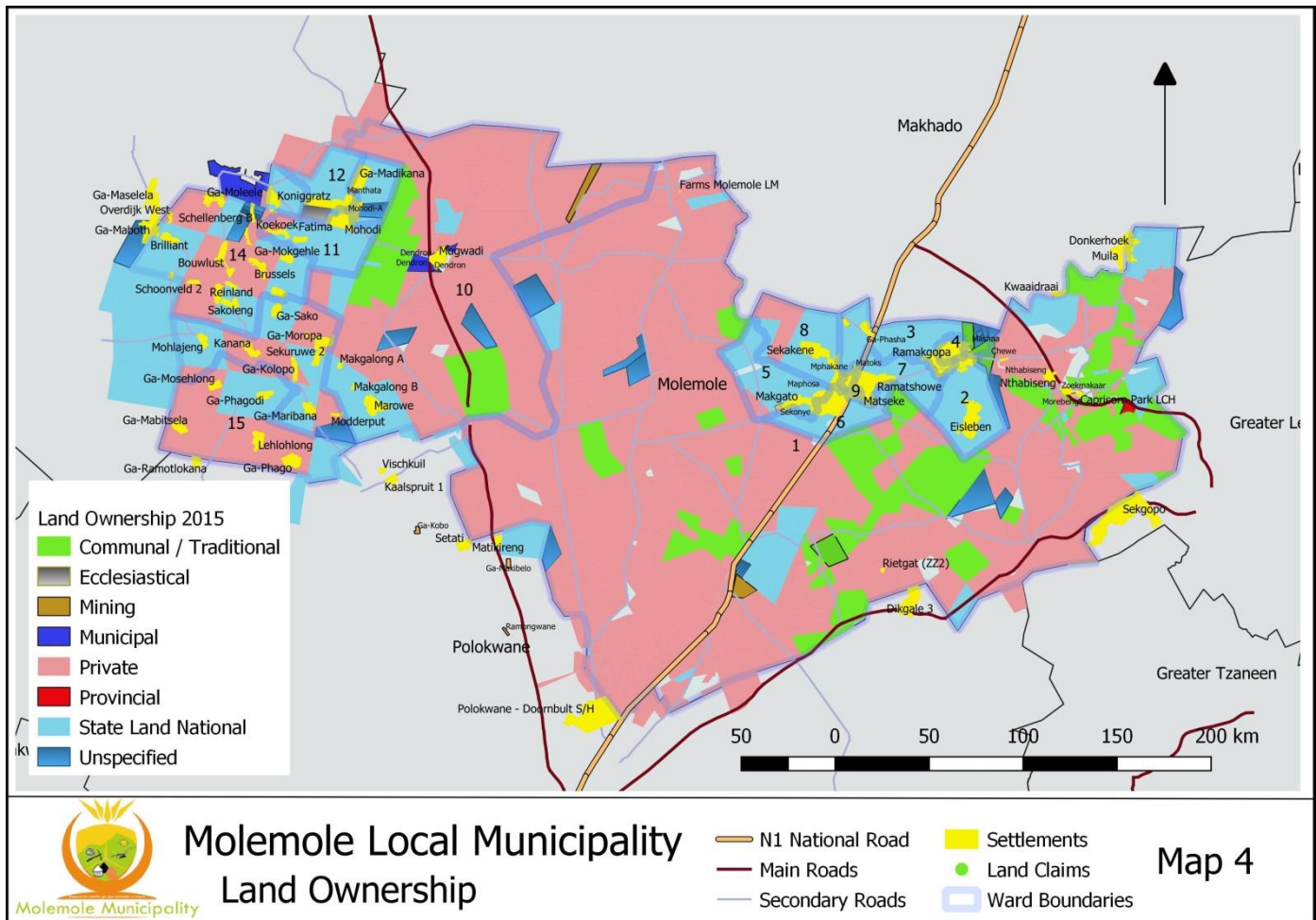
#### **4.2.3 Land Ownership**

Map 4 shows current land ownership status in Molemole Local Municipality. It is evident to note that most of the land is privately owned. The current form of land tenure is a complex one, with the majority of land either under tribal administration or privately owned.

The complexity of the land tenure pattern is highly visible in areas where the national government is the registered owners but such land parcels are under the custodianship of traditional leaders. Such areas include Botlokwa and surrounding settlements within the sphere of influence of the node such as, amongst others, Sefene, Ramokgopa, Ramatjowe and Sekakene. In such areas the complexity is brought about by the fact that traditional leaders claim ownership and dispose land parcels for residential, institutional and commercial development mainly through Permission To Occupy (PTO) letters while not being able to provide final formal title deeds for such 'property holders'.

The implications for this is that prime land may be disposed of without taking into account the need for proper planning in such areas thereby limiting the economic potential and viability of such areas. In most cases land administration in areas such as the ones reflected in this paragraph has always brought the municipality, the national and provincial government on a collision course with traditional leaders. This SDF will come up with proper proposals for institutional arrangements that will provide

a proper interface on the working relationship between traditional leaders, on one hand, and various role players in the three spheres of government on land administration within the municipality.



*Source: DRDLR (Provincial Land Claims Commission)*

### 4.3 Housing Trends

The provision of adequate housing is one of the fundamental human rights that any government can accord to its citizens. It goes hand in hand with the protection of human dignity as entrenched in the country's Constitution. The Municipality has a housing chapter in place and it was developed by COGHSTA in 2006 to provide a comprehensive plan to address housing provision in the municipality in a holistic and integrated manner.

Molemole is not a housing implementation agency but depends on COGHSTA for provision of RDP houses. The municipality only provides land for construction of such units. According to the Molemole IDP 2016-2021 the housing backlog is currently at **1300**. The District SDF 2017 estimates the backlog at 1600 with a higher demand at Botlokwa. All settlements have been provided with low cost housing despite the fact that the backlog



remains a moving target as more people qualify for such housing. The municipality has continued to provide the same housing typologies used since the establishment of democracy. There has not been attempts to go for mixed land use developments that cover high rise buildings. This SDF must assist the municipality to come up with breaking new grounds kind of development.

A list amongst other challenges the municipality has regarding housing are:

- Accumulative backlogs.
- Incomplete RDP housing units across the municipality.
- Poor workmanship and non-compliant to NHBRC standards on some of the RDP units constructed previously.
- Improper allocation and occupation of RDP units in the municipality.

The Molemole Municipality's dominant housing typologies comprises of single storey detached monotype housing in individual erven. The Municipality does not have cluster housing or social housing for the gap market. However, new trends of housing development that move towards multiple family dwelling units are observed in Mogwadi, Botlokwa and Ramokgopa. A large number of backyard rental accommodation is found in those three areas mainly to accommodate the increase in the student and learner population as well as the labour force, mainly for Mogwadi and Botlokwa.

All settlements of Molemole are found wanting on the fulfilment of the provisions of the SPLUMA principle of spatial efficiency as the housing patterns and trends have not addressed the challenge of sprawl, current and present. Most of the units built are in detached erven and have not considered the provision of high density mixed use development which could have addressed the challenge of high costs in the provision of infrastructure to such units.

The housing and spatial trends of Molemole Municipality do not advance the spirit of the principle of Spatial justice as there is no integration of communities as evidenced by divided towns of Mogwadi and Morebeng where some sections of the town are set aside for the middle to higher income class sections of the community while the other parts are set aside for poorer section of the community in what is called the RDP sections, that is Mogwadi RDP section, Nthabiseng and Capricorn Park. The latter, RDP sections, is characterized by poor infrastructure while the former, middle to high income section, has better infrastructure.

The municipality does not have a huge challenge of informal settlements. However, a modern informal settlement occurred on the farm Fatima on west of Mohodi where a private

developer constructed about 300 modern housing units without the involvement of the Municipality and COGHSTA. This has led to a protracted lawsuit between the developer and the registered land owners-Roman Catholic Church as well as the illegal occupation of such houses by residents.

This study concedes that while this is an unplanned housing development on private land in Fatima it is important for the municipality to liaise with the land owners and COGHSTA to acquire those units for distribution amongst deserving residents as the demand for housing in the neighbouring settlement of Mohodi, which is a municipal population concentration point, continues to grow. Alternatively, the development may be purchased, upgraded to a security village and sold at discounted rates to residents.

While the study acknowledges the movement of people will be towards nodes and population concentration points this will also push the housing backlog in such areas higher. Additional land for development will be required in those areas while in the rest of the municipality housing development mainly done in situ.

#### **4.4 Implications of Current Housing Trends for the Molemole Municipality**

The current housing trends and patterns of single storey monofunctional housing typologies increase the costs of providing infrastructure engineering and social services to such communities and, if left to continue as such, will result in delays in addressing service delivery backlogs. The current trends do not promote the social cohesion of communities as the rich/poor divide results in instability in society.

The current trends also consumes too much space which the municipality does not have the luxury of. The municipality will have to look at human settlement planning that incorporates various housing typologies mix that will include social housing, cluster housing projects especially in nodes. This will also save space as land is a scarce commodity.

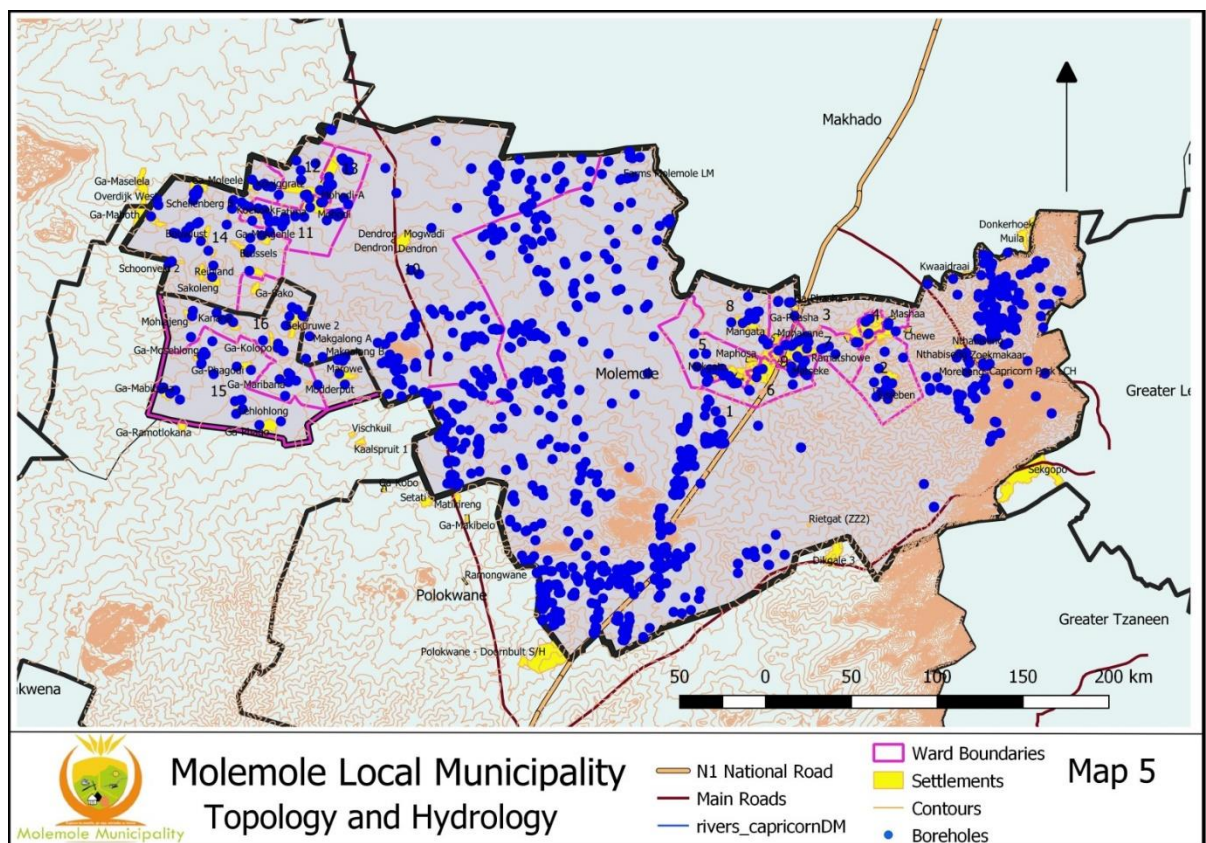
#### **4.5 Environmental Features**

##### **4.5.1 Topography and Hydrology**

The Municipality is located in a generally flat area in terms of its topographical character as depicted in Map 5 below. The municipality is located on a generally flat area with few koppies and some rock outcrop and this is a positive benefit as the topography does not pose as barriers to development in the area. It is worth noting to realise that the municipality relies heavily on underground water sources as

reflected in the number of boreholes shown on map 5 below. Most of these boreholes are used for household and agricultural use.

Reliance on underground water is not sustainable and may in the long run create serious challenges as a result of the depletion of underground sources as evidenced by the fact that Mogwadi which used to have sufficient sources has suffered the challenge due to an increased population and the exploitation of the resource by the commercial farmers in the potato sector.



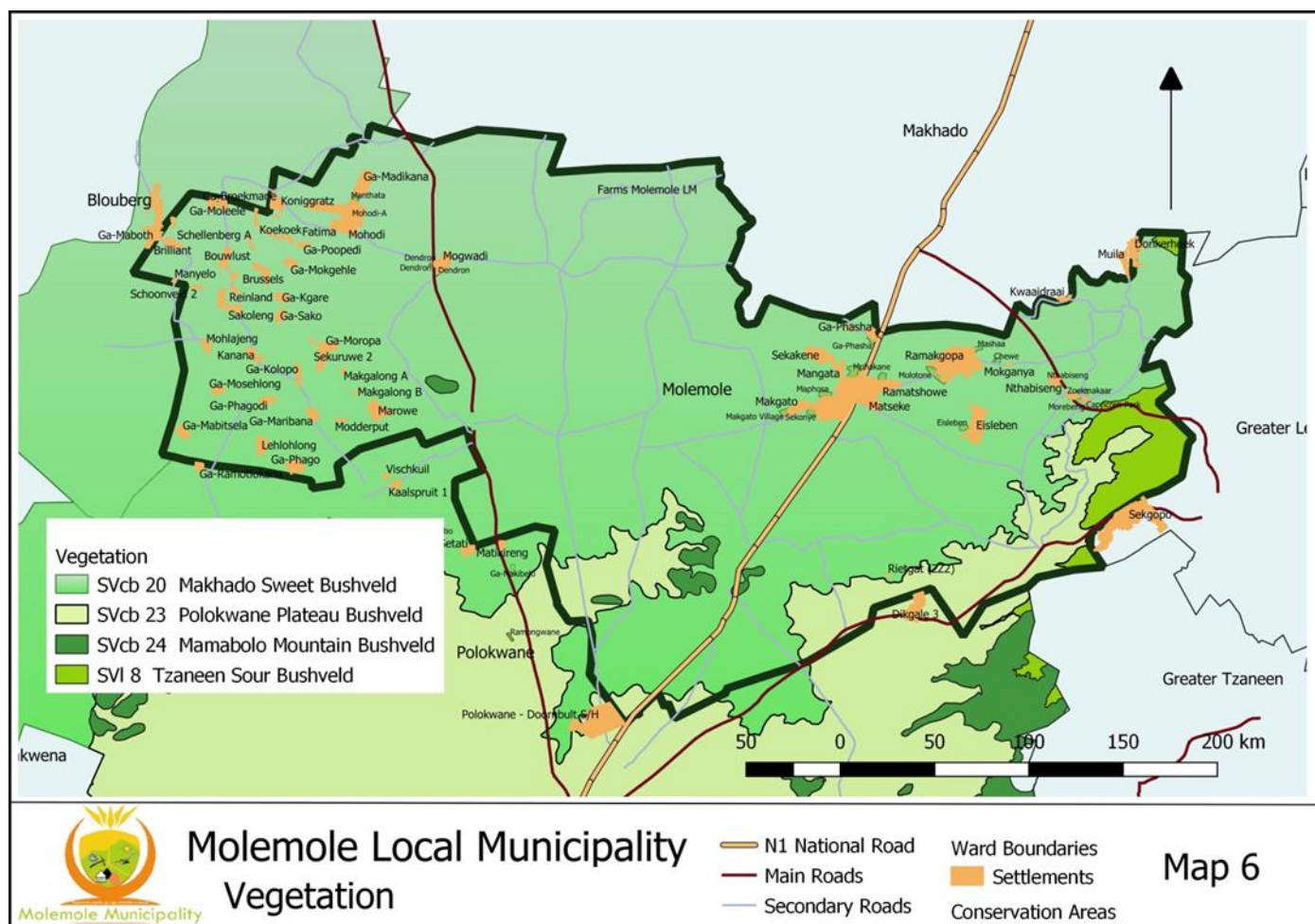
*Source: Department of Rural Development and Land Reform*

#### 4.5.2 Vegetation

There are various dominant vegetation types that characterise Molemole LM. As a well-known fact, Makhado Arid Sweet Bushveld is the predominant vegetation type which covers about 80% of the study area, whereas others like Lowveld Sour Bushveld, Mamabolo Mountain Sour Bushveld, Polokwane Plateau Grassveld, Sourish Bushveld and Mixed Bushveld account for the remaining 20% of the total land area of Molemole Local Municipality.

Despite all these natural vegetation, the study area is prone to environmental deforestation by communities including along the Sand River basin. Due to rolling

grassland together with scattered shrubs and isolated trees accompanied by limited rainfall, the entire Molemole LM is classified as a Savannah biome.



**Source: Department of Rural Development and Land Reform**

### 4.5.3 Geology

MAP 7 shows the overall geology of Molemole Local Municipality. From this, it is evident that the bulk of the study area is predominantly underlain by gneiss followed by granite especially towards the north of the Municipality around Botlokwa and small concentrations of lava towards the south.

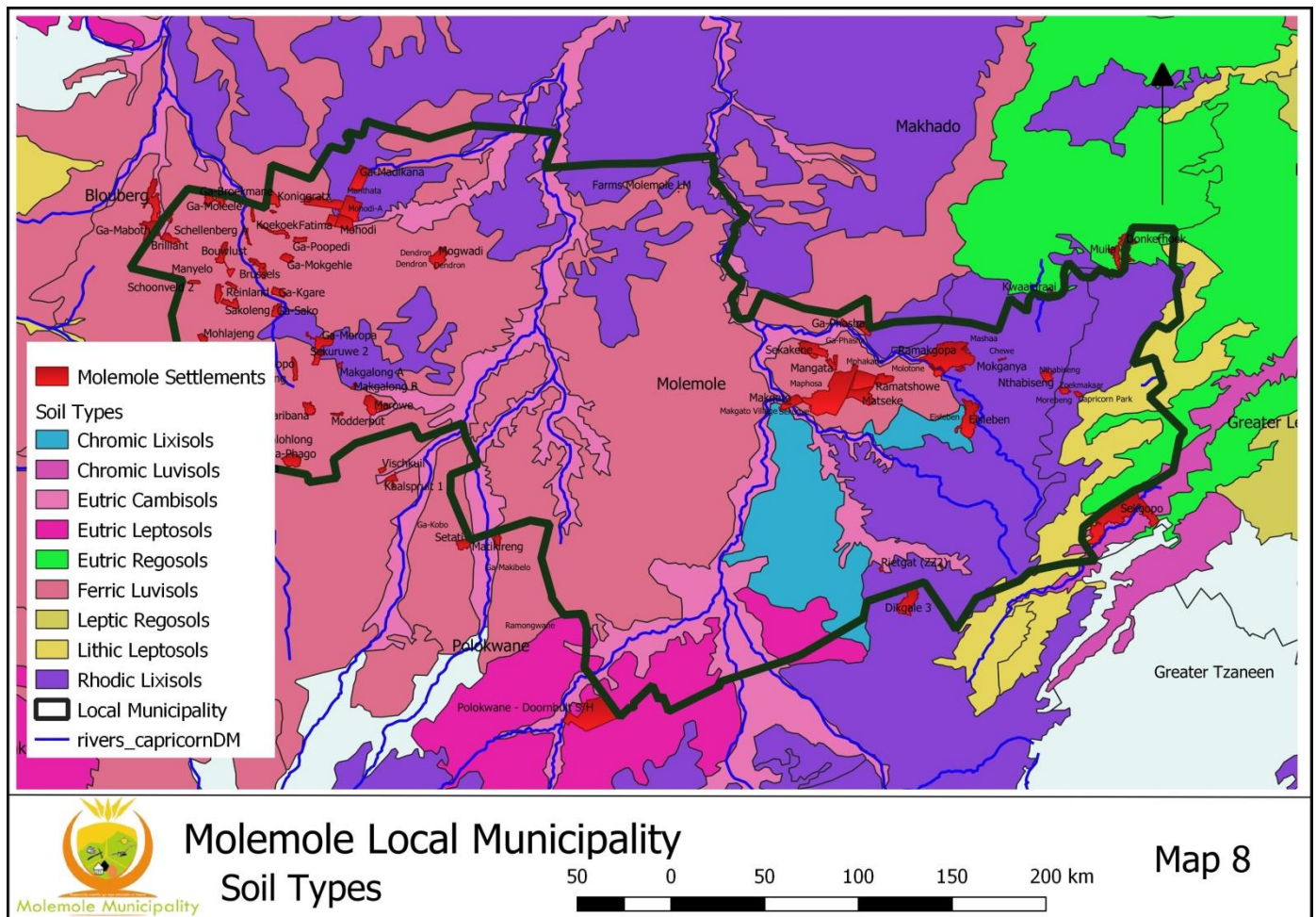
The existing geological rock formations have certain varying characteristics and thus have different economic potential as outlined below:

- Gneiss has many uses as a building material for making products such as flooring, ornamental and gravestones
- Granite is a pinkish or light greyish intrusive rock that can be used to make crush stone;





These minerals include gold, copper, graphite, nickel, iron ore, chromite, beryllium, corundum, asbestos and feldspars. Due to the small occurrences of these minerals large-scale mining is often uneconomical and instead these mineral deposits are often exploited by small mining companies.



*Source: Department of Rural Development and Land Reform*

## 4.6 Current Spatial Structure, Land Use and Movement Network Analysis

### 4.6.1 Spatial Rationale

The municipality has reviewed and adopted the Spatial Development Framework during 2013/14 Financial year and this plan continues to guide development within the municipality until March 2017 when DSA Rail was appointed to do the MLM 2017/18 SDF review.

The enactment of the Spatial Planning and Land Use Management Act (SPLUMA), 2013, which came into effect during July 2015 necessitates that the SDF be reviewed to be consistent with the provision of the Act. This section provides a

description and spatial analysis of the municipal area as reflected in the MLM 2013/14 SDF, the IDP and field visits reports covers the following aspects:

- Settlement patterns and development.
- Hierarchy of settlements
- Growth points areas
- Spatial challenges and opportunities.

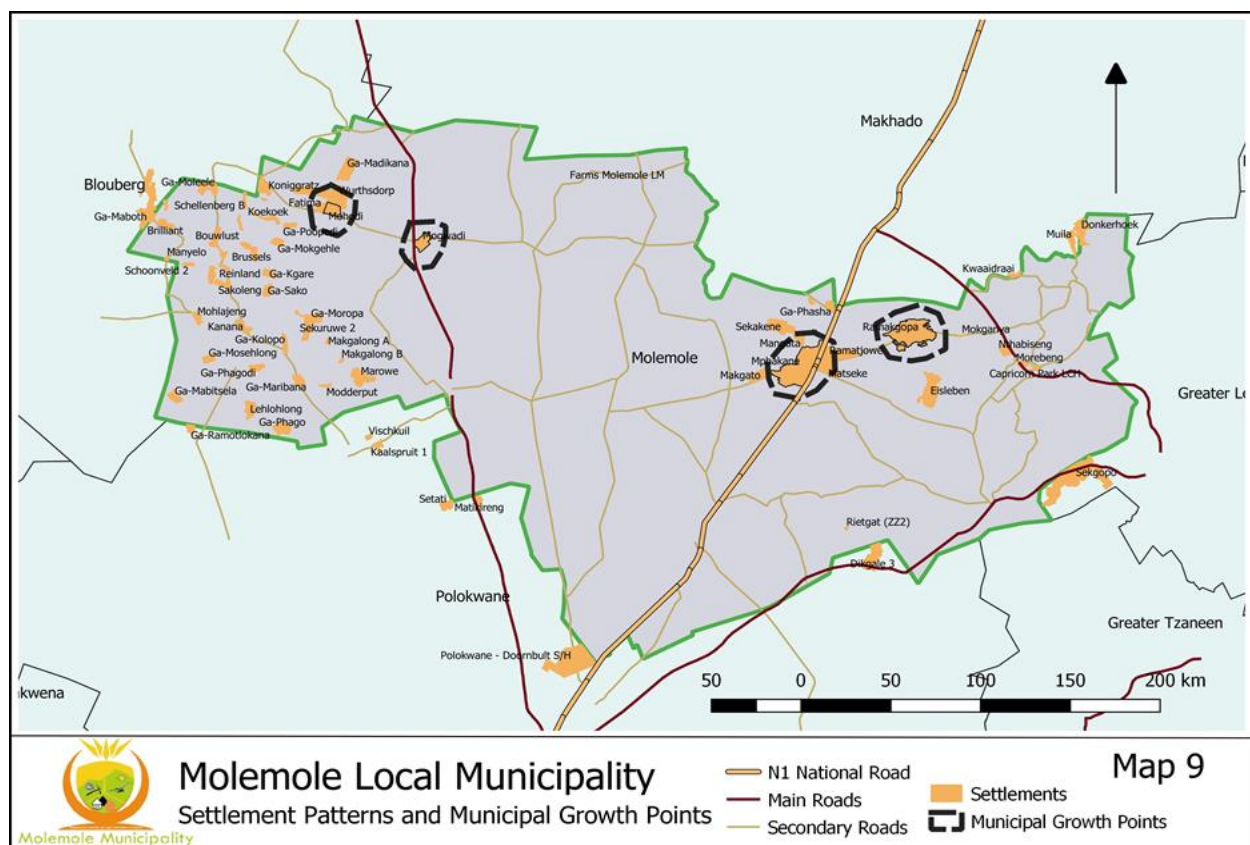
#### **4.6.2 Settlement Patterns and Development**

Molemole Local Municipality is predominantly rural in nature which is spatially classified into two sections located in the Western and Eastern parts of the municipality. In terms of the new redetermination of municipal boundaries, the municipality consists of sixteen wards and forty eight (48) villages emanating from the redetermination of municipal boundaries.

For administrative purposes Molemole Municipality has established three administrative clusters in the following pattern:

- The first cluster of settlement which is the largest concentration of settlements occurs along the N1 road from Polokwane to Makhado comprising Mphakane, Ramatjowe, Mkomene and Sefene. These settlements have primarily developed along the major road (N1) serving the Local Municipality.
- The second cluster of settlements includes Mogwadi and rural villages around Mohodi and Maponto to the western section of the Municipality. Most of the population is found in Mohodi and Maponto community. Mohodi is comprised of about ten (10) villages with majority of the population from this cluster. Maponto community is growing at a faster pace with a promising population to can be compared with Mohodi.
- There is the third cluster of settlements which takes the two wards from the disestablished Aganang Municipality. The two wards comprises of approximately eleven villages. The area also comprises of thirteen (13) villages belonging to Bought Farms Association. The villages are scattered and does not comprise much population

The Town Mogwadi (formerly known as Dendron) is the administrative and economic capital of the Municipality. Mphakane was classified as Municipal Growth Point. The Municipal IDP identified other nodal points such as Mohodi and Ramokgopa.



*Map 9: Spatial Structure of Molemole (Source: Department of Rural Development and Land Reform)*

The Following Are Molemole Formal Towns and Registered Settlements with General Plans:

- i) Capricorn Park;
- ii) Section of Mohodi Ha - Manthata;
- iii) Mogwadi;
- iv) Morebeng; and
- v) Section of Mphakane.

Due to the Molemole Local Municipality's dispersed settlements structure, most settlements are accessible only by gravel roads, which are generally in urgent need of maintenance. This situation has, and will continue to contribute towards the isolation of the areas; which in turn hampers the economic growth of the region, undermines the region's potential as tourist destination, contributes to security problems, and negatively affects access to education and health facilities.

#### **4.6.3 Analysis of Structuring Elements for the Molemole Municipality**



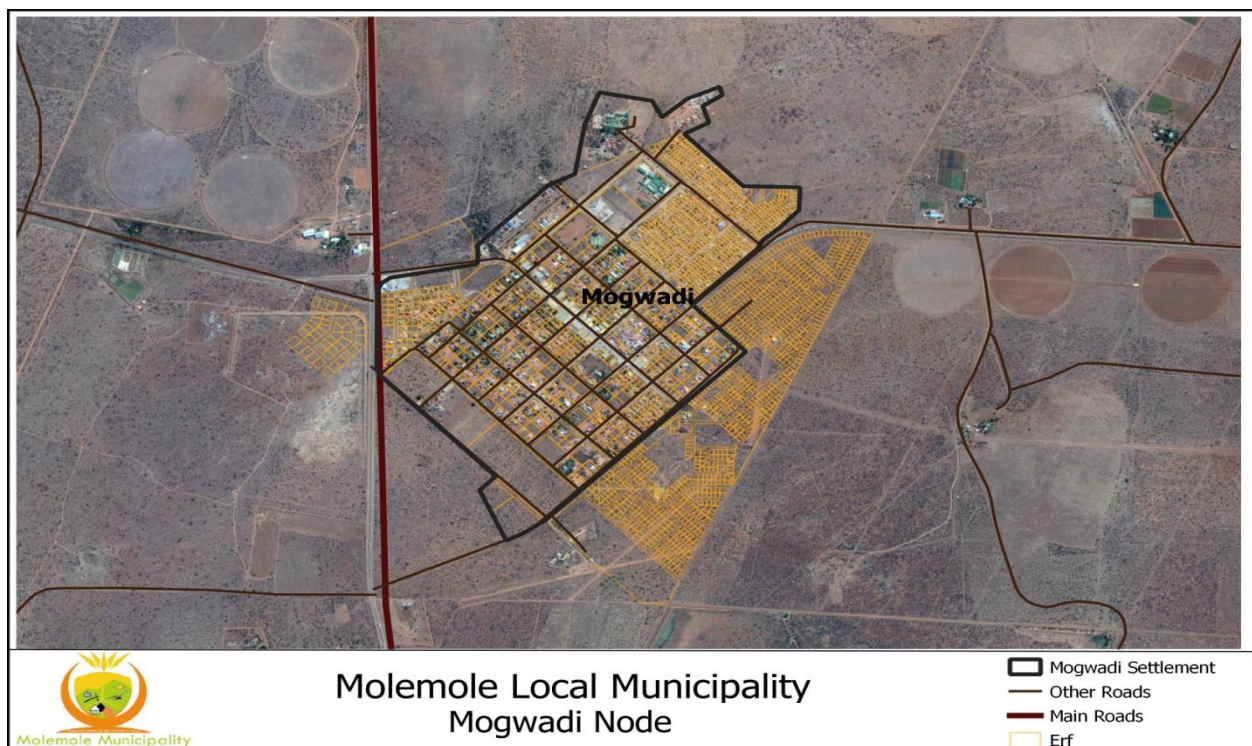
This analysis will focus mainly on the nodal points of the municipality, population concentration points/rural development focus areas as well as corridors of development, including transport movements.

## MOGWADI NODE

### a) Spatial Structure and Movement Network

Formerly known as Dendron, Mogwadi node lies on the western part of Molemole Municipality between road R521 and road D1200. It is located approximately 62 kilometres from the provincial node of Polokwane and 22 kilometres from the district growth point of Senwabarwana.

The node is fairly small in size and comprises limited retail, social and residential development. The town is also connected to the mini town of Vivo on the northern part where the freight corridor of the R521 acts as a conveyor of freight and passenger services to and from neighbouring SADEC countries of, inter alia, Botswana and Zimbabwe, as well as the Venetia mine of the De Beers group. Furthermore the D1200 links this node to the Mohodi/Maponto/Manthata rural node on the western part at a distance of about 10 kilometres.



Map 10: Mogwadi Registered Town

### b) Economic Activities

The main economic activities in this node are agricultural development, retail and trade. The town was established as a convenient centre to provide support to surround farms of the area. The farms mainly trade on crop and livestock farming with potato and tomatoes topping the crop farming sector while cattle, sheep, chicken and goat production tops the livestock sector. The CBD of the town is dominated by retail development in the form of furniture, supermarkets, limited banking services, as well as hardwares selling building materials to surrounding communities.

Two filling stations are found in the node with one in the CBD (Du Bryn) while another one (Mogwadi Global) is found at the intersection of the R521 and D1200. The latter also serves as a truck stop facility. Informal trading also occurs in this node mainly in the CBD in front of existing formal business establishment with a large concentration at the Pits Supermarket.

### **c) Residential Development**

Mogwadi nodal point has two categories of residential areas that surround the Central Business District from three directions. The old residential town (extension 1) exists from the southern, eastern and western sides of the town, while the RDP section is located on the western side of the town, mainly in towards the direction of the D1200 to Morebeng. The predominant character of the residential component of the node is low density residential development in single erven.

From the principle of spatial justice one can conclude that the residential part of the town defies this principle as there is no integration between the old extension and the RDP section. Furthermore, the residential pattern characterized by low density sprawl makes it expensive to provide full engineering services thereby going counter the principle of efficiency.

Future developments should ensure there is mixed use high density residential development as there is insufficient land for development and it is not cost efficient to provide services to the town. This will also support the principle of sustainability as less pollution will occur where people live, work and play in one locality.

### **d) Community Facilities**

A range of community facilities exist in the town of Mogwadi. The node boast a police station, a periodic court, head offices of the Molemole Municipality, traffic and licensing services, clinic and road camp for the Department of Public Works. Other community facilities include municipal parks, educational facilities in the form of

Dendron primary and secondary schools, a community hall, a taxi rank and a cemetery. Rudimentary sports facilities in the form of football grounds exist in the town.

**e) Engineering Services**

Mogwadi node, as an urban centre, has water connection per each household. However, the rate of supply and sustainability of the provision of this service is not satisfactory as the source of this service is found more than fifteen kilometres from boreholes in the Mohodi/Manthata node. Mogwadi has a waterborne sewerage system for the suburb section of the town and its oxidation ponds are located on the western side of the town along the D1200 road to Senwabarwana.

The RDP section is also connected to the water borne sewerage system for the town after having relied on septic facilities for a long time. Electricity supply to the town is provided by the Municipality as the authority and there is enough capacity for the entire town. Roads and storm water facilities are partially provided to this node.

The CBD is fully tarred with some main roads in the old town surfaced as well as the road to the cemetery, school and traffic and licensing station. However, the RDP section is poorly provided with this important infrastructure asset.

The town also enjoys waste management services wherein there is a weekly collection of refuse from households. However, the challenge with this waste management service is the non-compliance of the existing landfill site with environmental legislation creating a risk for the municipality as the only licenced site is at Ramokgopa.

**f) Key Challenges and Opportunities for this Node**

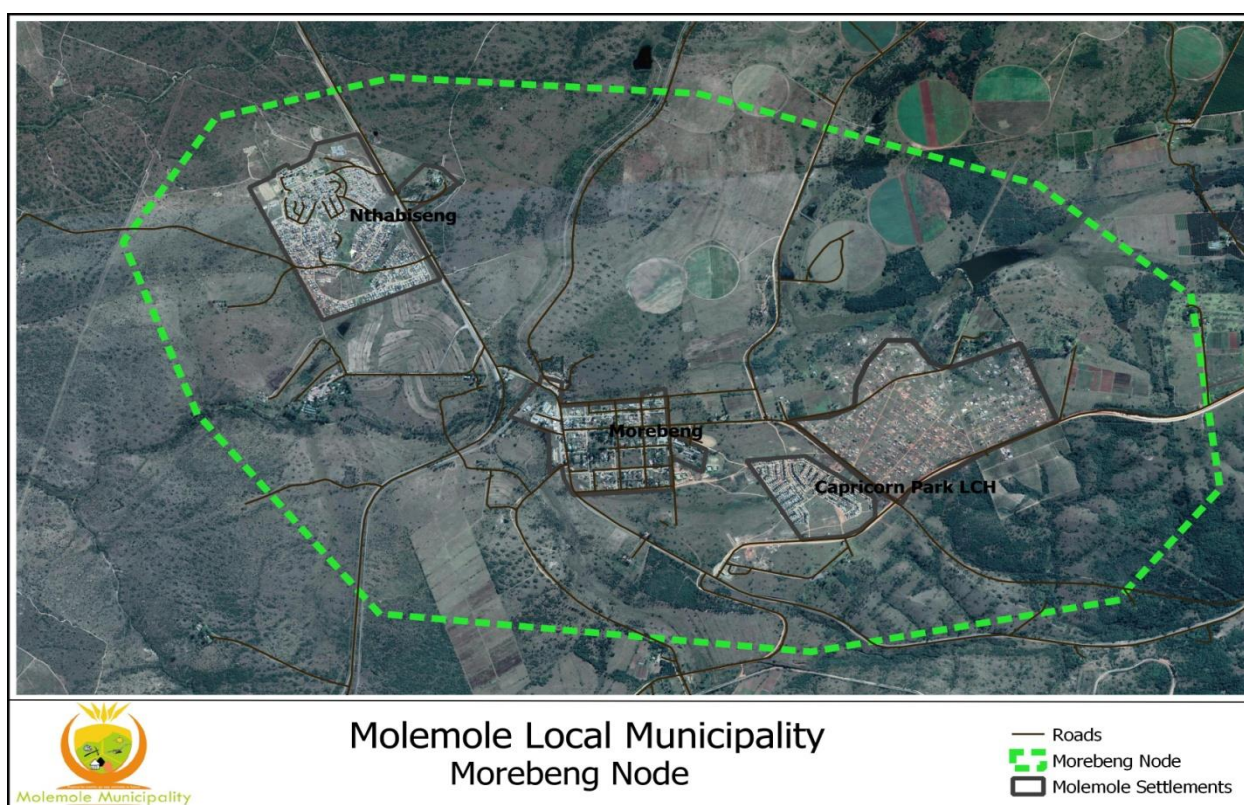
There is an opportunity for growth and development in this node based on its proximity to the Senwabarwana node as well as its strategic location along the busy passenger and freight logistics route R521 and R36/D1200 and once the latter route is tarred large volumes of vehicles will pass through the town. However, the municipality should deal with the existing infrastructure and social amenities as they are not sufficient to sustain the potential growth.

## **MOREBENG NODE**

**a) Spatial Structure and Movement Network**

Morebeng (formerly Soekmekaar) lies about 25km east of Botlokwa along road R36. It is located about 65 km southeast of Louis Trichardt in Makhado Municipality. The town was established in 1916 and covers an area of approximately 53.31 km<sup>2</sup>

The mini town was established to serve the surrounding farmers with goods and social services. Road R36 connects the node to the Machaka/Botlokwa node via N1 as well as via Ramokgopa rural node. Furthermore this movement network connects Morebeng to the Mogwadi node in the western part of the municipality en route to other nodes such as Senwabarwana in Blouberg Municipality. On the eastern side this transport corridor connects to farming areas of Moeketsi while it stretches further to Mopani via Tzaneen en route to Mpumalanga and Mozambique. A railway line transverses the node on the way to Musina and Beit Bridge. The Sand River passes through the epicenter of the node between Nthabiseng and Capricorn Park. The growth of the town must be managed not to temper with this natural asset.



**Map 11: Morebeng Registered Town**

## **b) Economic Activities**

Like Mogwadi node, the main economic activities in this node are agricultural development, retail and trade. The farms mainly trade on crop and livestock farming with potato and tomatoes topping the crop farming sector while cattle, sheep, chicken and goat production tops the livestock sector. The business centre of the node is complemented by the social services



provided for in the town as they attract a range of people in need of community services such as municipal, health, police and judicial services, traffic and licensing services to the town

### **c) Residential Development**

The Morebeng node clearly shows the harsh legacies of a segregated town which comprises of the former Morebeng town and low income settlements of Capricorn Park on the eastern part and Nthabiseng on the western entrance. The predominant character of the residential component of the node is low density residential development in single erven. From the principle of spatial justice one can conclude that the residential part of the town defies this principle as there is no integration between the old extension and the RDP section. Furthermore, the residential pattern characterized by low density sprawl makes it expensive to provide full engineering services thereby going counter the principle of efficiency.

Future developments should ensure there is mixed use high density residential development as there is insufficient land for development and it is not cost efficient to provide services to the town. This will also support the principle of sustainability as less pollution will occur where people live, work and play in one locality.

### **d) Community Facilities**

A range of community facilities exists in the town of Morebeng. The node boast a police station, a periodic court, home affairs services, SASSA, satellite offices of the Molemole Municipality, traffic and licensing services, postal services, clinic and old train station. Other community facilities include municipal parks, educational facilities in the form of primary and secondary schools, a taxi rank and a cemetery. Like Mogwadi node, rudimentary sports facilities in the form of football grounds exist in the town.

### **e) Engineering Services**

Molemole municipality acknowledges that there are no full engineering services for the entire node, especially in Nthabiseng and Capricorn Park. The node enjoys sufficient provision of electricity. Waste management services are also provided in the form of weekly refuse collection for the node. On the provision of water and water borne sewerage the old section of the node is adequately provided with this infrastructure though there is a need to refurbish the existing infrastructure for it to be sustainable for continued usage. While the water borne sewerage service has been extended to Nthabiseng and Capricorn Park the system is unreliable and poses a serious health and environmental hazard for local residents.

### **f) Key Challenges and Opportunities for This Node**

This is a node that is in need of revitalization based on its inadequate and dilapidated infrastructure and as such SDF proposals should look at the absence of the precinct plan as an opportunity to be used to revamp this node when the plan is developed.

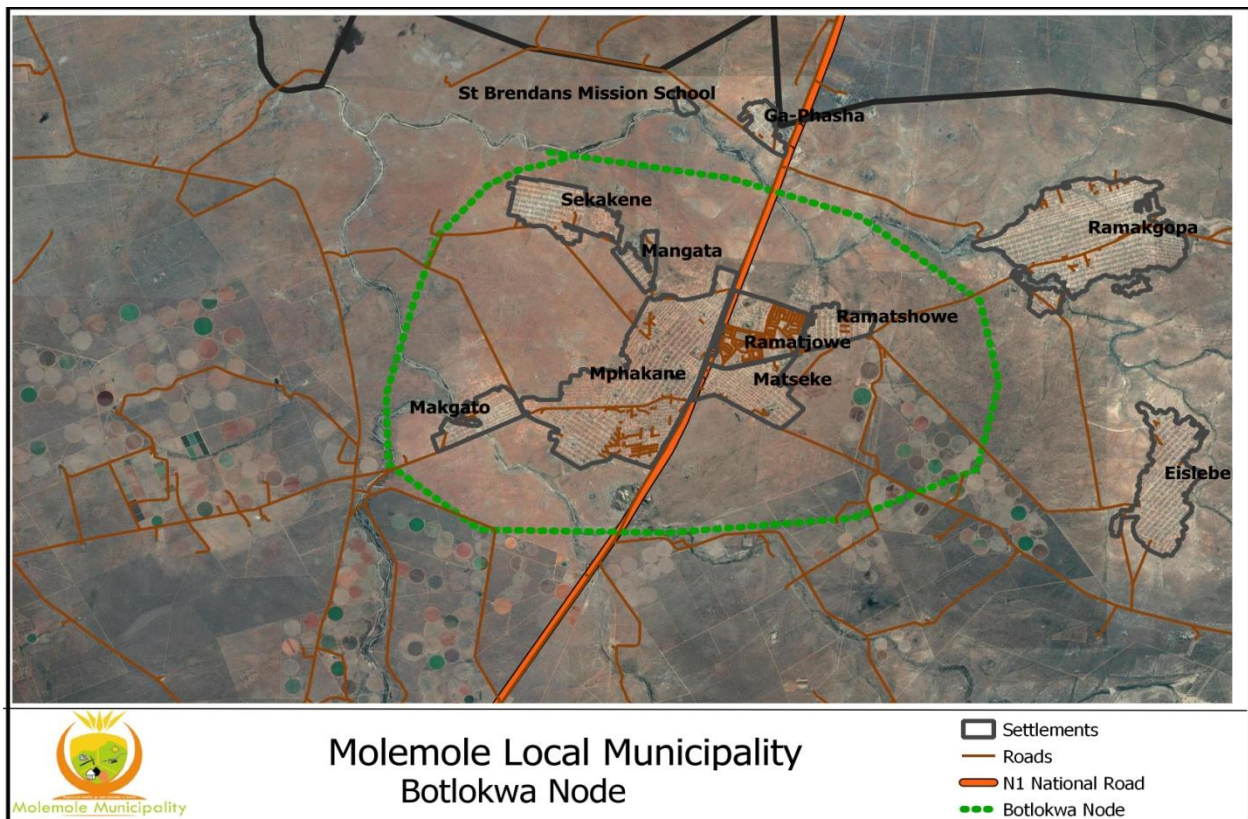
## **BOTLOKWA/MACHAKA NODE**

### **a) Spatial Structure and Movement Network**

The proposal is to upgrade this node from a rural node and introduce urbanization to make it an urban node alongside Mogwadi and Morebeng. Botlokwa/Machaka node is situated about 55km north of Polokwane at the intersection between north-south bound N1 road and east-west bound roads D750 and D1356 both of which link Botlokwa to Morebeng and the eastern areas.

The Botlokwa/Machaka node covers an estimated 1703ha under tribal authority. This node is surrounded by a large numbers of settlements within its sphere of influence and such includes, amongst others, Ramatjowe, Sefene, and Mocomene.

The node is situated on an activity spine identified as Trans-Limpopo Corridor which presents potential for economic development and along which numerous activities have developed in a linear pattern such as business, taxi rank, informal trading, Botlokwa hospital, MPCC, schools, etc. in the same node a modern retail centre has been established and provides a variety of goods and services to the surrounding settlements, as well as to visitors who frequent the N1. The modern retail centre hosts national retailers such as Pick and Pay, Cashbuild and Build It hardware.



**Map 12: Botlokwa Registered Town**

## **b) Economic Activities**

This node contains a mix of the formal and informal economy. As a centre that was established mainly for residential development for the black communities under its sphere of influence in tribal areas the node was never intended to graduate to an economic force within the region. Previously most of the economic activities centred on subsistence agricultural development and small scale retail facilities that only supply to local villages.

The strategic location of this node alongside the strategic N1 Trans-Limpopo corridor and the largest population concentration around the node has necessitated the emergence of a mix of modern retail in the area hence the establishment and operation of the Matoks/Machaka shopping centre which hosts national retailers such as Pick n Pay, Boxer, Cashbuild and Build it hard wares.

Modern banking facilities and filling stations are found in the node and provide much needed services to the local and regional communities. The informal trading practice is also located in the node where mainly perishable fruit and vegetables are being plied to customers while during pay days for social grants the area boosts a huge number of mobile retailers.

**c) Residential Development**

The Botlokwa/Machaka node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area estimated at 1703 hectares of land. The residential component is interfaced with the existing retail development of the node. There is no dedicated edge to curb the continuing sprawl.

**d) Community Facilities**

Botlokwa/Machaka node contains a range of social facilities. Key amongst such facilities are the Botlokwa Hospital, SASSA offices, Police station, taxi rank, a large number of educational facilities in the form of preschools, primary and secondary schools. The satellite centre of the Capricorn TVET College is found in the Ramokgopa rural node which is within the sphere of influence of the Botlokwa/Machaka node.

Like Mogwadi node, rudimentary sports facilities in the form of football grounds exist in the node. Based on the large number of settlements and people served by this node it becomes imperative for the establishment of a dedicated Thusong Service Centre that will house a number of government and non-government services along the N1 route in line with the National Spatial Development Perspective and the National Development Plan.

**e) Engineering Services**

On the provision of engineering services this node clearly shows a huge challenge and this does not go well with the principle of spatial justice and sustainability. On the provision of electricity ESKOM is the licensed authority and most of the households are connected to the main grid, save for the new extensions to settlements. Provision of water above RDP standard is a challenge due to the non-reliability of the underground sources which are currently in use in settlements of this node.

The area is not provided with water borne sewerage facilities, however some establishment have upgraded from pit latrine facilities to septic or French drain facilities. However, such is not sustainable in the long run as it creates an environmental risk to the community. The node is in dire need of adequate waste management services and proper roads infrastructure, especially internal streets and the ones linking with Mogwadi node.

**F) Key Opportunities and Challenges for the Node**

The municipality, through Capricorn District Municipality, is in the process of developing full precinct plans for this node. Amongst matters to be prioritized in the precinct plans for this node include the following:



The node experiences challenges with regard to the high level of uncontrolled and uncoordinated land allocation. Strategic and valuable pieces of land along the N1 corridor are being allocated to for retail and residential development and this will negatively affect the proper spatial planning of the node. If this matter is not curbed it will have a negative impact on the municipality's ambition of establishing a new town in the node. This will need to be addressed by the Molemole Municipality, the Department of Rural Development and Land Reform and the local traditional authority of Machaka. This SDF recognizes the need to address the massive infrastructure challenges reflected in the analysis of services for this node.

## **4.7 Rural Development Focus Areas/Local Service Points**

### **4.7.1 Background**

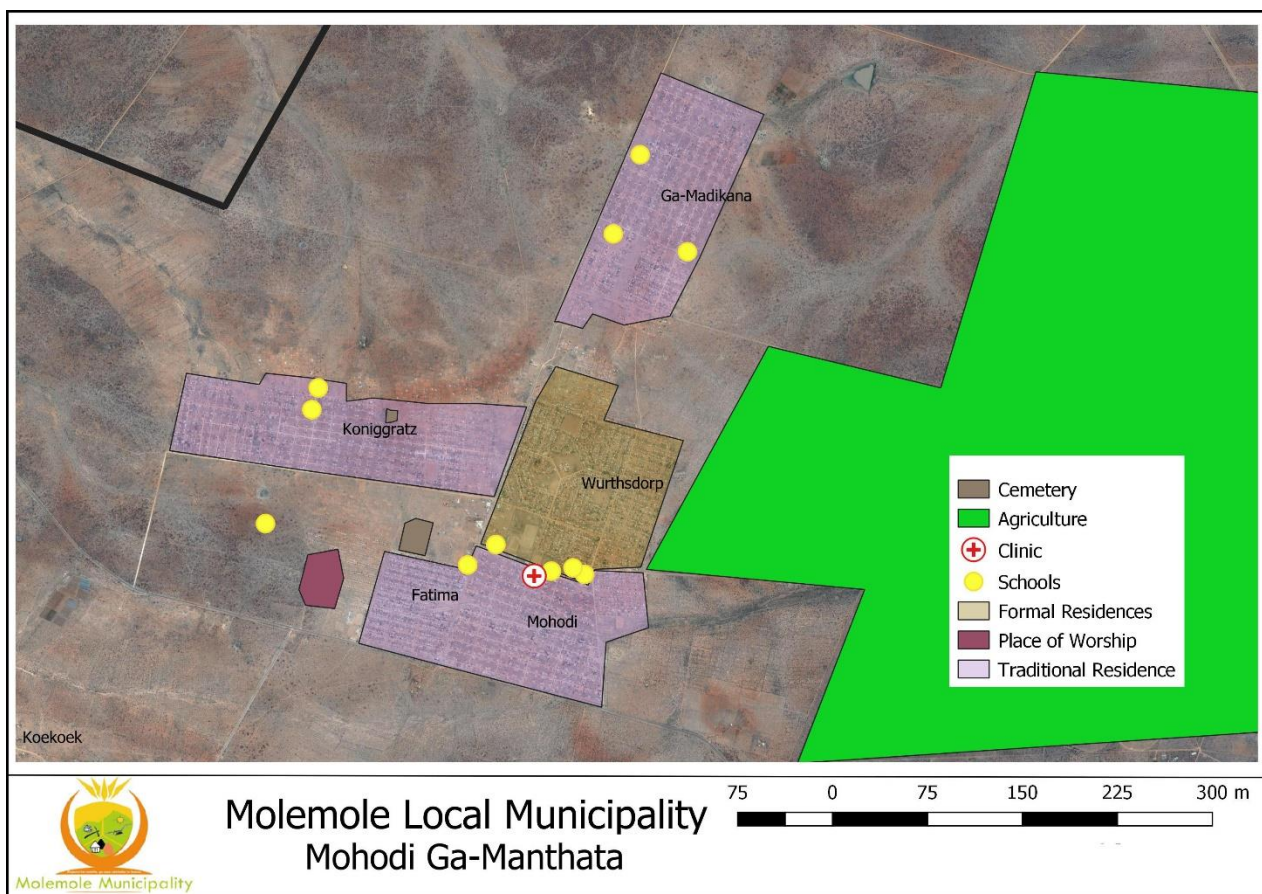
Rural Development Focus areas comprises of rural population concentration points which comprises of an agglomeration of settlements that are clustered in close proximity to each other for them to be adequately serviced by one stop community centre. It is proposed that such settlements be provided with basic services and a better fraction of social and community facilities. Based on a higher population that is found in Rural Development Focus Areas a higher level of services in the form of social and community services is prioritized compared to settlements in the rural outlying (hinterland) parts of the municipality.

The following have been identified as Rural Development Focus Areas/Local Service Points:

- Mohodi/Maponto/Madikana rural node
- Ga-Phago rural node
- Ramokgopa/Mokomene rural node

### **4.7.2 Mohodi/Maponto/Madikana Rural Development Focus Area (RDFA) a) Spatial Structure and Movement Network**

This rural node is located on the western part of Mogwadi node at approximately 12 kilometres alongside the D1200 route. It is also neighbouring the Senwabarwana district growth point on the north western direction alongside the same D1200 route at approximately 10 kilometres. The core of the node is comprised of Mohodi-Manthata village, Maponto and Madikana villages and is surrounded by a number of villages on the southern side which include GaTibu, Maupye, Koekoek etc.



*Map 13: Mohodi Rural Strategic Focus area*

### **b) Economic Activities**

This node contains limited economic activities that are confined to small scale retail in the form of hardwares, convenient shops, backyard scrap yards, mechanical workshops and a number of entertainment facilities such as taverns and liquor stores. Small scale subsistence agriculture is being practised in this node. Most of the node's economic activities are performed in Senwabarwana and Mogwadi nodes. However, the D1200 corridor offers a window of opportunity for commercial development as evidenced by the existence of a modern hotel and a filling station.

### **c) Residential Development**

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

#### **d) Community Facilities**

The node contains a range of social facilities. Key amongst such facilities are the Manthata clinic, SASSA offices, informal taxi rank, and a large number of educational facilities in the form of preschools, primary and secondary schools. A modern multi-purpose community sports complex is being constructed by the municipality at this node to complement already existing rudimentary sports fields mainly used for soccer games.

Based on the large number of settlements and people served by this node it becomes imperative for the establishment of a dedicated Thusong Service Centre that will house a number of government and non-government services along the D1200 route in line with the National Spatial Development Perspective and the National Development Plan.

#### **e) Engineering Services**

The node is adequately provided with electricity by ESKOM to all households with the exception of new extensions which continuously get connected through post connection services. Main sections of the node are connected through upgraded internal roads. However, the bulk of internal streets require adequate upgraded internal streets and storm water control facilities.

While some sections of the node has water according to RDP standard water supply is still a main challenge for most sections. Sanitation is provided through pit latrines which pose a risk to the environment through the contamination of underground water sources. The node does not have a dedicated waste management service and this also does not go well with the principle of sustainability and spatial justice.

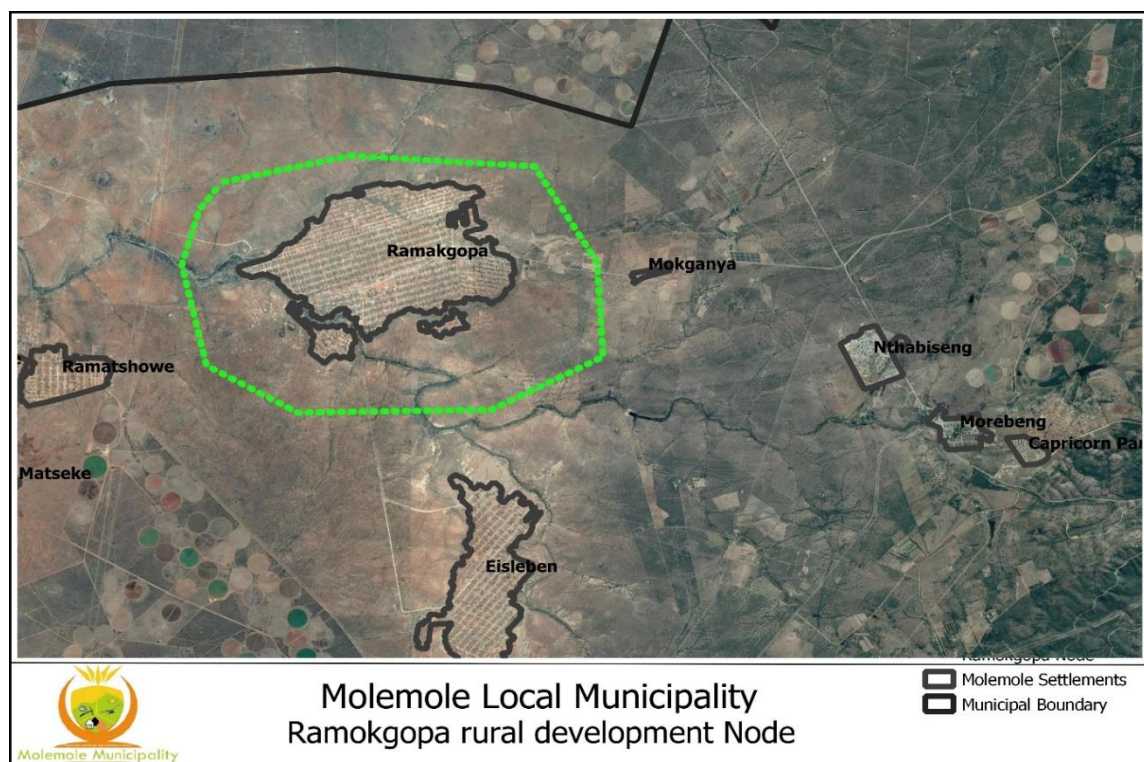
### **4.7.3 Ramokgopa/Mokomene Rural Development Focus Area**

#### **a) Spatial Structure and Movement Network**

Mokomene area is also a predominantly rural settlement situated west of Botlokwa along road D1356 linking Botlokwa with Morebeng and constitutes an estimated **14 859 (13.7%)** of the total Molemole LM population (source, Molemole revised SDF 2013);

Despite being a rural settlement with no formal layout, the street layout comprises a typical rectangular grid-like road network with four main entrances:

the western and eastern entrances along road D1356, the northern entrance along road D3141 and the southern entrance along road D3142;



*Map 14: Ramokgopa Rural Strategic Focus area*

## **b) Economic Activities**

Business activities comprise of traditional retail outlets not clustered around a single node

## **c) Residential Development**

Four formal townships were established three of which are not fully occupied and are part of the housing delivery focus areas identified by the Housing Sector Plan (2008) to address the housing backlog. On the western entrance are Molotone and Diwawene townships and on the eastern section is Mashaa Township which was developed to accommodate low-income RDP housing.

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

#### **d) Community Facilities**

The settlement has an existing node comprising a medical centre, clinic, schools, home affairs offices situated along high order road providing an opportunity for growth along this road.

#### **e) Engineering Services**

The node is adequately provided with electricity by ESKOM to all households with the exception of new extensions which continuously get connected through post connection services. As with most settlements throughout the municipality, the existing water infrastructure does not provide reliable potable water. Most internal streets are in a poor state and need to be upgraded with priority given to public transport routes.

Sanitation is provided through pit latrines which pose a risk to the environment through the contamination of underground water sources. According to the Integrated Development Plan the node has a compliant land fill site which will help the municipality deliver effectively and efficiently on the waste management function for the area and surrounding settlements, including Morebeng whose site is not licensed.

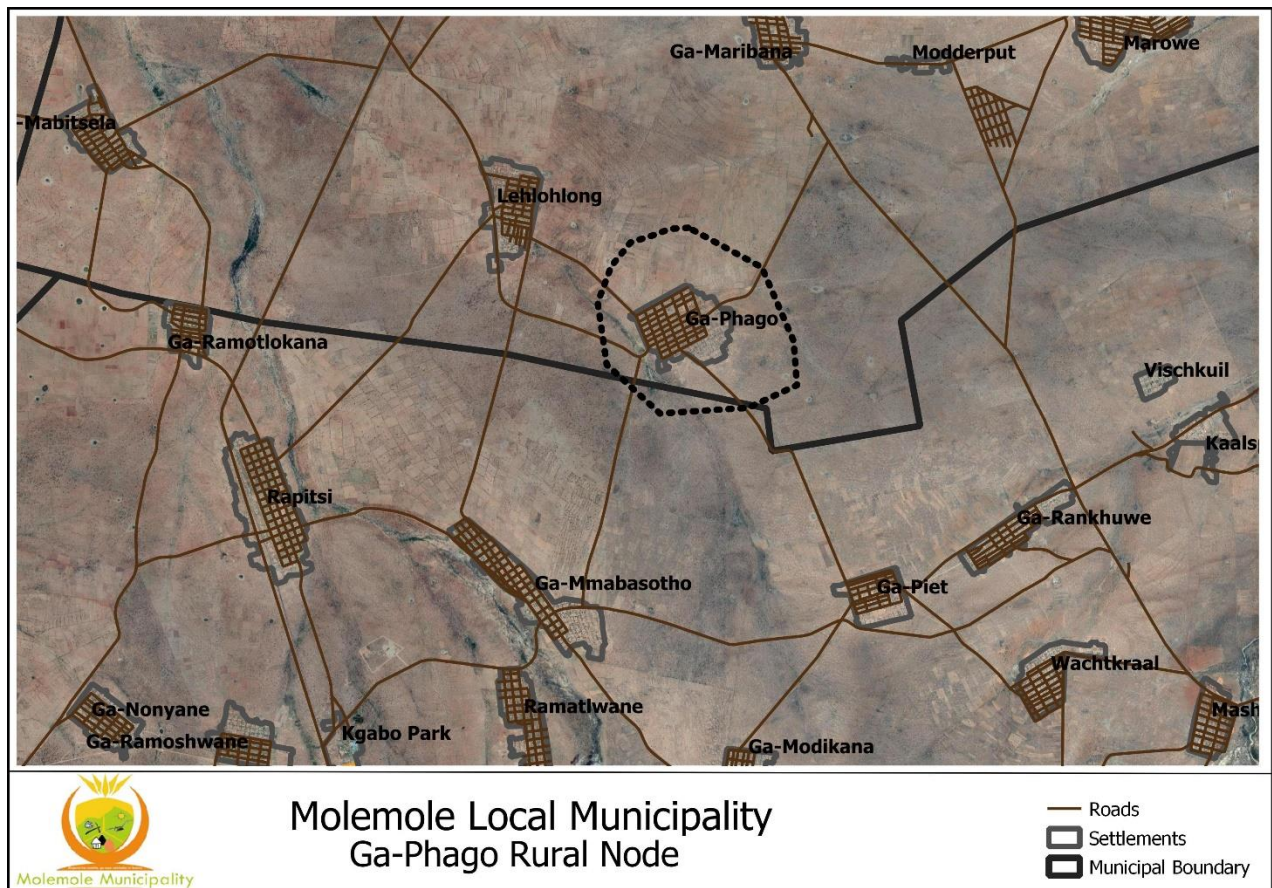
### **4.7.4 Ga-Phago Rural Development Focus Area**

#### **a) Spatial Structure and Movement Network**

This node comprises of an area identified at the farm Lanark in the now disestablished Aganang Municipality. The proposed node is strategically located in that it serves as a point of connection in terms of routes to various communities south west of Molemole and beyond municipal boundaries it will also service settlements in Polokwane which are within the sphere of influence of the node.

To the north of Molemole it offers great connectivity to settlements such as Marowe, Lehlohlolong, Ga-Maribana and Modderput. In the Polokwane area it connects well with Ga-Piet, Ga-Rankhuwe and Ga-Mmabasotho. The node is situated on a state owned farm Lanark which the Molemole Municipality has already commenced with initiatives to put up base in the village.





*Map 15: Ga- Phago rural area*

#### **b) Economic Activities**

Like the Ramokgopa area above, business activities at the Phago node comprise of traditional retail outlets not clustered around a single node

#### **c) Residential Development**

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

#### **d) Community Services and Engineering Services**

Ga-Phago offers limited social services in the form of educational facilities. Engineering services are in the form of electricity supply by ESKOM. Road conditions are poor and will need surfacing to improve mobility in the area and its connectivity with other nodes.

There is no waste management service and as with the rest of the surrounding villages provision of potable water is a challenge.

#### **4.8 Key Opportunities and Challenges for the Three Identified Strategic Rural Focus Areas**

The identified rural focus areas have both potential and challenges that the Molemole Municipality should look at and address in order to render them socio-economically viable. It is common cause from the studies and field surveys conducted by the project team that the identified sites have potential for growth due to their strategic location and the agglomeration of settlements within their sphere of influence. Furthermore, another opportunity is that a settlement like Ga-Phago has not been contaminated by extensive and uncontrolled growth and it offers the municipality an opportunity to draft its planning properly without upsetting the current set-up.

However, to realize the opportunities and bring the settlements to the desired state the municipality must address the challenges associated with lack of infrastructure and the provision of social amenities and services in those nodes. The other challenge which the municipality will have to overcome is to close ranks with traditional leaders on the aspect of land and land use administration in those settlements.

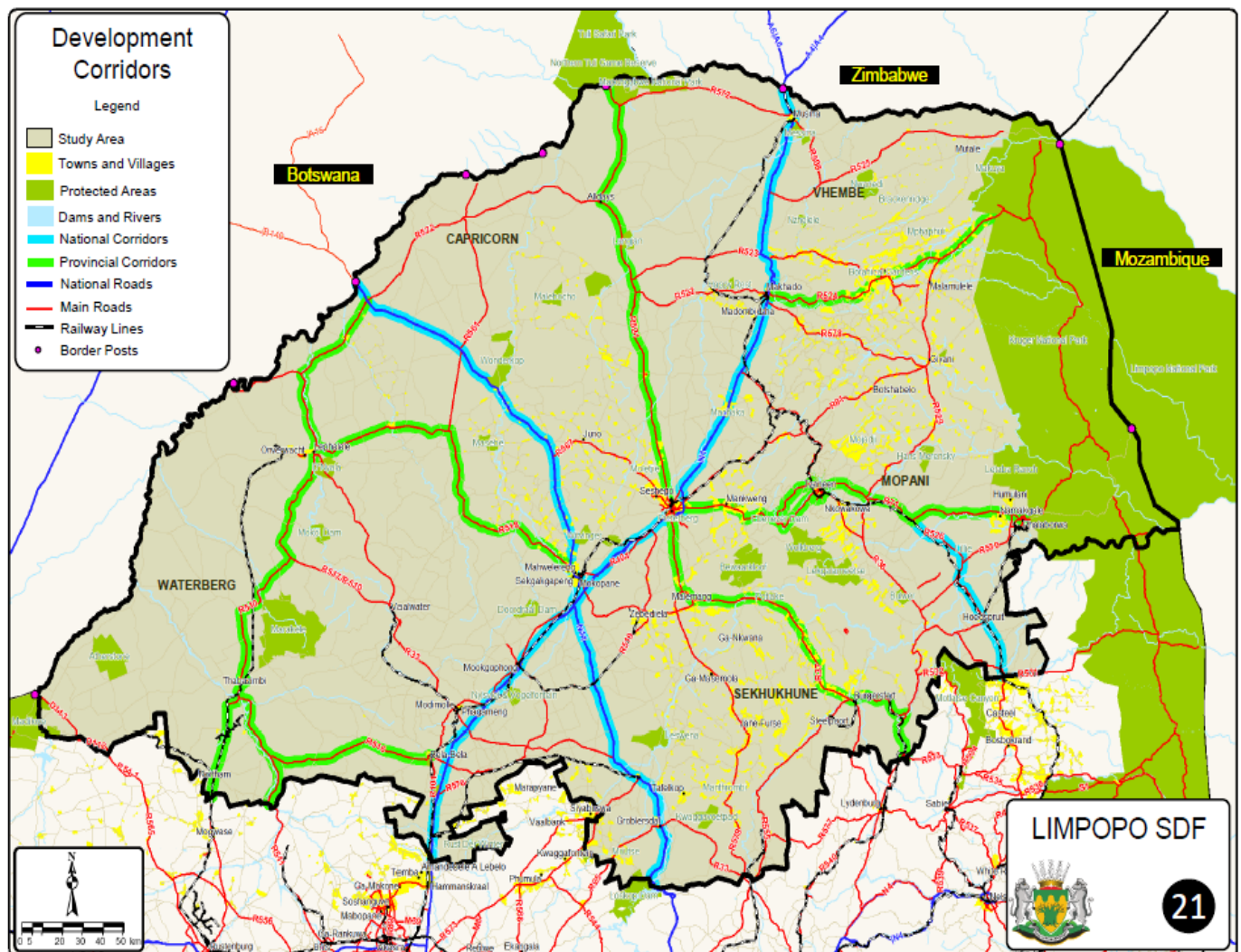
#### **4.9 Transport Networks and Movement**

Movement networks depend on the intensive use of infrastructures. The transport sector is an important component of the economy and a common tool used for development. This is even more so in a global economy where economic opportunities have been increasingly related to the mobility of people, goods and information. It is against this background that a relation between the quantity and quality of transport infrastructure and the level of economic development becomes relevant and important.

Globally and nationally it has been proven that high density transport infrastructure and highly connected networks are commonly associated with high levels of development. Efficient transport systems provide economic and social opportunities and benefits that result in positive multipliers effects such as better accessibility to markets, employment and additional investments. On the contrary, deficient transport systems have an economic cost such as reduced or missed opportunities and lower quality of life.

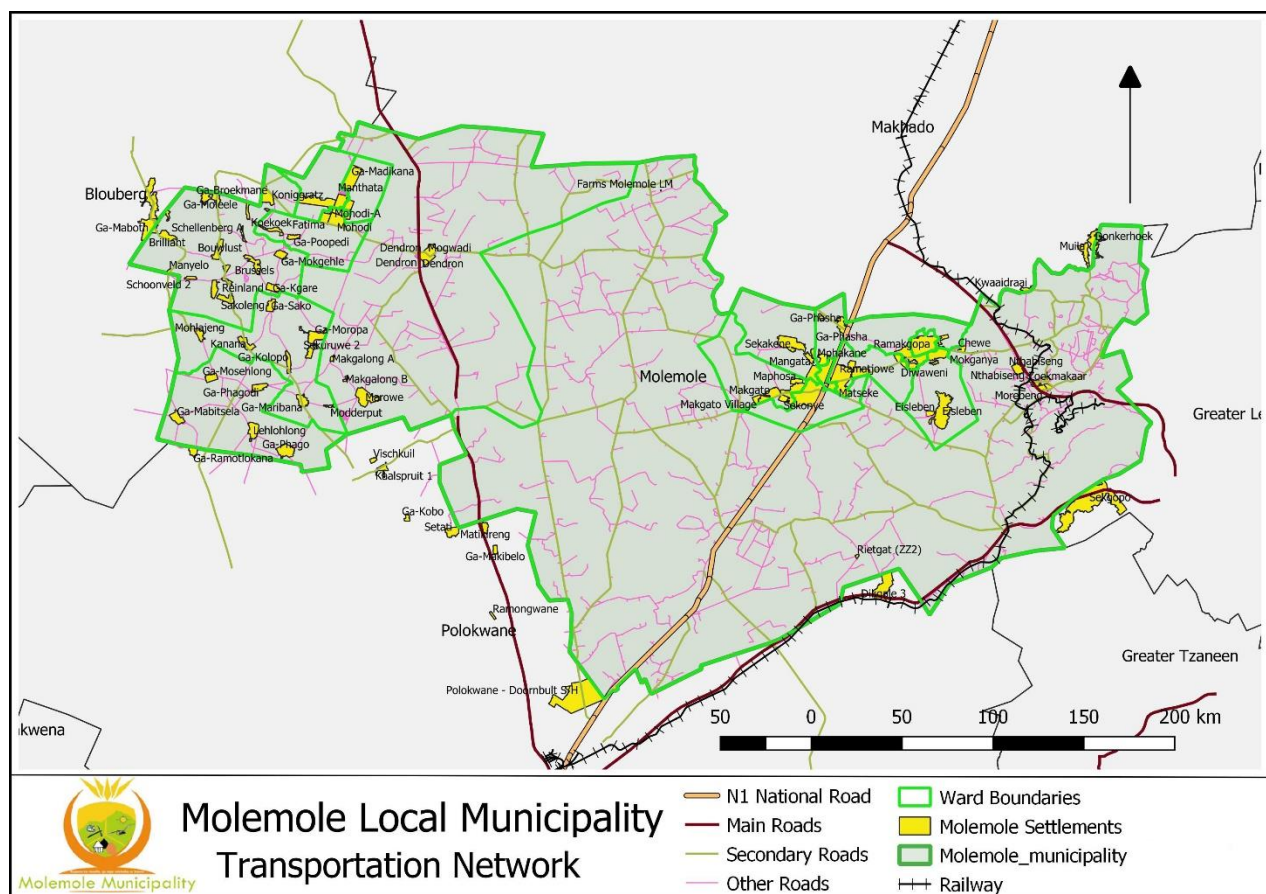
From a provincial and district perspective Molemole municipality is one of the areas which is strategically located where two major roads, a national and provincial freight roads transverse the area with resultant economic benefits for the municipality. The map below reflects the corridors of the Limpopo Province as identified in the Limpopo Spatial Development Framework, 2016. It is quite evident that Molemole Municipality serves as a

conduit where goods, people and services are being conveyed to various parts of the country and the continent.



*Map 16: Reflecting Provincial Corridors of Limpopo and How They Transverse Through Molemole (Source: LSDF)*





**Map 17: Molemole Local Municipality Transportation Network**

*Source: Department of Rural Development and Land Reform*

On the basis of its locality within the Capricorn district, Molemole Municipality has the following key routes of national importance traversing through it thereby triggering a massive potential for economic development within the municipality:

- **N1 Trans-Limpopo Corridor**

This corridor plays a Primary passenger Transportation Corridor and Freight Corridor which serves to connects South Africa from Cape Town to the rest of Africa exiting through the Beit Bridge border post in Musina. At a regional level the N1 connects Molemole's Botlokwa/Machaka/Mphakane node with the logistics hub and provincial growth point of Polokwane and the newly declared Special Economic Zone of Musina-Makhado. With the massive investment earmarked for the new SEZ it is envisaged that more passenger transportation and freight will increase in volumes thereby serving as a stimulus for the economy of the Botlokwa/Machaka node and surrounding settlements that fall within the sphere of influence of the node.



*Figure 8: State of the Art Overhead Bridge Along the N1 at Botlokwa*

- **R521/R37 Provincial Corridor**

This corridor has been identified by the Limpopo SDF as a Secondary Transportation Corridor and Freight Corridor. The R521 connects Molemole Municipality with the Polokwane logistics and freight hub on the south western part and further connects the Molemole area with areas of economic significance such as the Venetia mine, African Ivory Route up to Mapungubwe World Heritage site while also connecting with African countries such as Botswana and Zimbabwe. It carries a lot of freight to and from the rest of the SADC region.

There are huge challenges on this road between Polokwane and Mogwadi as a result of its high accident rates occasioned by its usage by heavy duty trucks ferrying freight as well as movement between Polokwane and the district growth point of Senwabarwana. This reflects the road's lack of capacity in its current form to sustain its traffic volumes.

- **R36/ R40**

Also known as the Phalaborwa Corridor this transportation network links Molemole on the eastern side of Morebeng with N1 freeway while also linking it with the N4 freeway via Mbombela en route to Mozambique. As one of the main exporters of crops such as Potatoes and tomatoes to Mozambique, this corridor serves as a conduit for such produce. The route also links to the node of Mogwadi via the D1200/36 which currently is half paved.

Other roads that serves as transport networks connecting Molemole are the following:

- i) Road R81 running north-south on the eastern boundary of the Molemole LM;
- ii) Road D688 connecting Bylsteel;

- iii) Road D1200 connecting Mogwadi to Senwabarwana. This road further connects Molemole to Botswana on the South Western part and on the eastern part connects further to the Maputo corridor, via Duiwelskloof
- iv) Road D1356 connecting Morebeng to Mphakane via Mokomene;
- v) Road D3337 connecting Kanana, Rankuwe and Senwabarwana
- vi) Road D3428 connecting Fairlie to Mabitsela

It is of utmost importance to reflect that most of the transport networks that connect settlement, especially in the hinterland of Molemole are not paved. However, the municipality has taken it upon itself to connect its settlements with paved roads using the Municipal Infrastructure Grant.

To date some of the settlements such as Mohodi, Madikana and Maponto have been connected with paved roads. Furthermore, upgrading of roads from gravel to tar has commenced to provide sustainable connectivity to the rest of villages in Molemole west starting on the junction of the Fatima Mission School on the intersection with road D1200 to settlements such as Maupye, Koekoek, while in Molemole East upgrading has been effected to connect Botlokwa/Machaka, Ramokgopa and Morebeng.

Public transport forms a key part in the socio-economic development of the municipality. It also assists in providing communities with access to opportunities outside the local community. This is important to Municipality as there are no opportunities for sustainable employment in most villages. The communities are mostly dependent on public transport to reach health care facilities, schools and other social facilities.

The Municipality does not offer public transport services to the community, however, there are two taxi associations that operate within the municipal jurisdiction, namely: Machaka Ramokgopa Makgato (Marama) and Bochum Taxi Associations. The municipality constructed five taxi ranks - Mogwadi, Marama, Morebeng and Eisleben Cross and Mohodi Maponto Taxi rank to provide the community with efficient public transport waiting facilities.

Various bus companies operate within the municipality. Molemole residents mostly rely on mini bus taxis and busses to commute within and outside the municipal boundaries. The railway line that runs between Musina and Johannesburg passes in the municipality with Morebeng as one of the stations. There is no landing strip in the municipal area.

**Table 8: Public Transport**

Priority Area	No. of Taxi Ranks	No. of Bus Companies	No. of Railway Stations	No. of Landing Strip
Public Transport	5	5	1	0

Challenges on the provision of public transport include the following:

- Lack of sufficient public transport infrastructure such as bus and taxi shelters along major routes and in villages
- Public transport is not reliable and accessible between 19H00 and 6H00



Apart from the road network, there is a railway line servicing the Molemole LM. This line links Polokwane to Makhado and other towns in the north and south via Molemole LM in a north-south direction. Currently this line only provides a freight service. Public transport service is partially provided by Great North Transport and taxi minibuses.

**Figure 9: Railway Line in Morebeng (Soekmekaar)**



**Figure 10: Non-motorised transport or animal-drawn cart using same road with motor vehicles at Botlokwa.**



**Figure 11: A pedestrian crossing the road unsafely at Botlokwa**



There is always a hype of activities at Botlokwa with a lot of up and down movement of the vehicles and pedestrians. However, there is no pedestrian crossing, and/or pedestrian crossing marks. As a result, the pedestrians just cross the roads unsafely.



*Figure 12: Traffic Infrastructure at Botlokwa*

Despite excessive movement of motor and animal-drawn vehicles, and pedestrians, there are no adequate road markings at Botlokwa, and that compromises the safety of the pedestrian and other road users in general.

One of the major roles of the MLM as a planning authority is to establish a viable and appropriate transportation system in the MLM area that would support the LED objectives of the MLM as a whole, including the rural area component thereof. There is a need to create pedestrian, cycle and donkey-cart friendly environments, improve NMT safety across the spectrum, and integrate NMT planning with public transport planning as a whole.

NMT users share the roadway with other traffic modes and are at a very high risk to themselves. An assessment of the state of non-motorised transport in South Africa indicate that:

- More people, including the workers and the learners are walking to their final destinations.
- Many others are walking to public transport facilities, i.e. bus and taxi ranks as part of their commuting trip;
- NMT road users comprise about 40% of all road fatalities in South Africa, and large numbers of pedestrians are maimed for life, and
- NMT casualties are placing a huge burden on the national and provincial fiscus, national health system, police and traffic administration, third party claims, etc.

Studies indicate that increased investment in physical infrastructure to accommodate motorised transport needs has become economically and financially unsustainable. Walking, non-motorized vehicles, including bicycles, wheelbarrows, donkeys, and carts, both hand-pulled and animal-drawn are usually the primary means of transport where there is no adequate motorised public transport system, particularly in the rural areas.

Although rural areas also vary in their character and in the transportation problems they confront, non-motorized transport is mainly used in the rural areas where there is no sufficient public transport system and the accident risks are minimal. However, in some of the rural areas though, there seem to be very little or no room at all for cycling, and/or hand-pulled and animal drawn vehicles as complimentary or supplementary means of transport due to the topography of the terrain in which the non-motorized transport have to move.

There is therefore the need to undertake the study for the MML that will go a long way towards determining the actual needs of the study area in as far as the non-motorized transport is concerned. The development of Non-Motorised Transport (NMT) is a key element in successfully encouraging sustainable, inclusive and integrated transport. The roads network has to be transformed to meet the needs of all the road users or the transportation system that supports safe use of the roads for everyone.

The national Non-Motorised Transport Policy document, provides a framework and an enabling environment for the government departments and stakeholders to address the challenges inherent in NMT.

The primary objectives of the NMT policy are:

- Increase the role of NMT as one of the key transport modes;
- Integrate NMT as an essential element of public transport;
- Provide a safe NMT infrastructure, and
- Allocate adequate and sustainable funding for the development and promotion of NMT.

The NMT policy covers a number of critical areas that are considered important to plan for and manage NMT more effectively, including, *inter alia*, the following:

- NMT must be provided on the basis of a number of principles including the need to improve a quality of life, energy conservation and safety;
- It articulates various responsibilities of all stakeholders involved in the provision of NMT as mode of transport in order to ensure that NMT provision is rendered in an appropriate manner;

- The national Department of Transport is the custodian of this policy and is responsible for regulation, infrastructure, planning, monitoring and evaluation, and the review of national NMT policy in consultation with provincial Departments of Transport and other relevant stakeholders;
- Provincial Departments of Transport are responsible for managing the implementation of NMT provision in their respective provinces, planning (in consultation with key transport stakeholders), identifying beneficiaries, law enforcement and ensuring road safety (together with Local Government), and monitoring services;
- In terms of planning, the policy requires that NMT plans must be developed and integrated into the Provincial Land Transport Framework (PLTF), as well as in the Integrated Transport Plans (ITP) of Local Government; and
- The policy prescribes the need to develop minimum standards and specifications of NMT vehicles in taking cognisance of safety.



*Figure 13: Non-Motorised Transport - Left: Modified donkey carts used as alternative means of transport in some parts of South Africa. Right: The inside of a modified and modernised version of a cart that could be used in the rural areas.*

The challenges facing the transport planner of today should be viewed against the following contradicting paradigms of the previous and present dispensations.

Old Paradigm	New Paradigm
• Fragmentation	• Integration
• Supply driven	• Demand driven
• Distortions	• Redirection
• Inefficiencies	• Efficiencies
• No real customer focus	• Customer driven
• <i>Ad hoc</i> planning driven from top	• Integrated development planning

#### **4.10 Spatial Challenges and Opportunities**

Due to the historically distorted, unviable and unsustainable spatial patterns and challenges caused by apartheid planning, Molemole Municipality is also a victim of such unsustainable spatial patterns. The municipality is divided into three major clusters in both Molemole West and Molemole East.

The villages within the jurisdiction of the municipality are predominantly dispersed and scattered particularly on the western side of the municipality and this makes it very difficult to render basic services at an economically, effective and efficient manner.

Like most predominantly rural municipalities the spatial challenge of rural sprawl bedevils the municipality as a result of the legacy of poor planning for the existing settlements. This is exacerbated by the fact that current settlement planning continues in the same trend worsening the challenge on government's ability to provide infrastructure services in a cost-effective and sustainable manner.

When one looks at the resultant costs of providing services to its settlements one concludes that in comparison with developed centres where densification and vertical physical growth is practised the cost per connection of basic services such as water, sewerage and electricity reticulation for most of the settlements in Molemole is more than double the cost of providing such services in compact areas where densification is practiced. That practice has to be discontinued and this SDF proposes ways of redressing this spatial challenge.

The state of the road infrastructure, the unsurfaced one, especially in Molemole West as well as the incomplete R36 creates challenges for investment attraction and also makes the cost of doing business in Molemole expensive. This also increases the cost of living for community members as the high business costs are passed to residents who pay higher prices for similar goods that communities in areas where there is proper infrastructure do not incur. The resultant effect is that outward migration of the economical active population occurs depriving the settlements of their development potential.

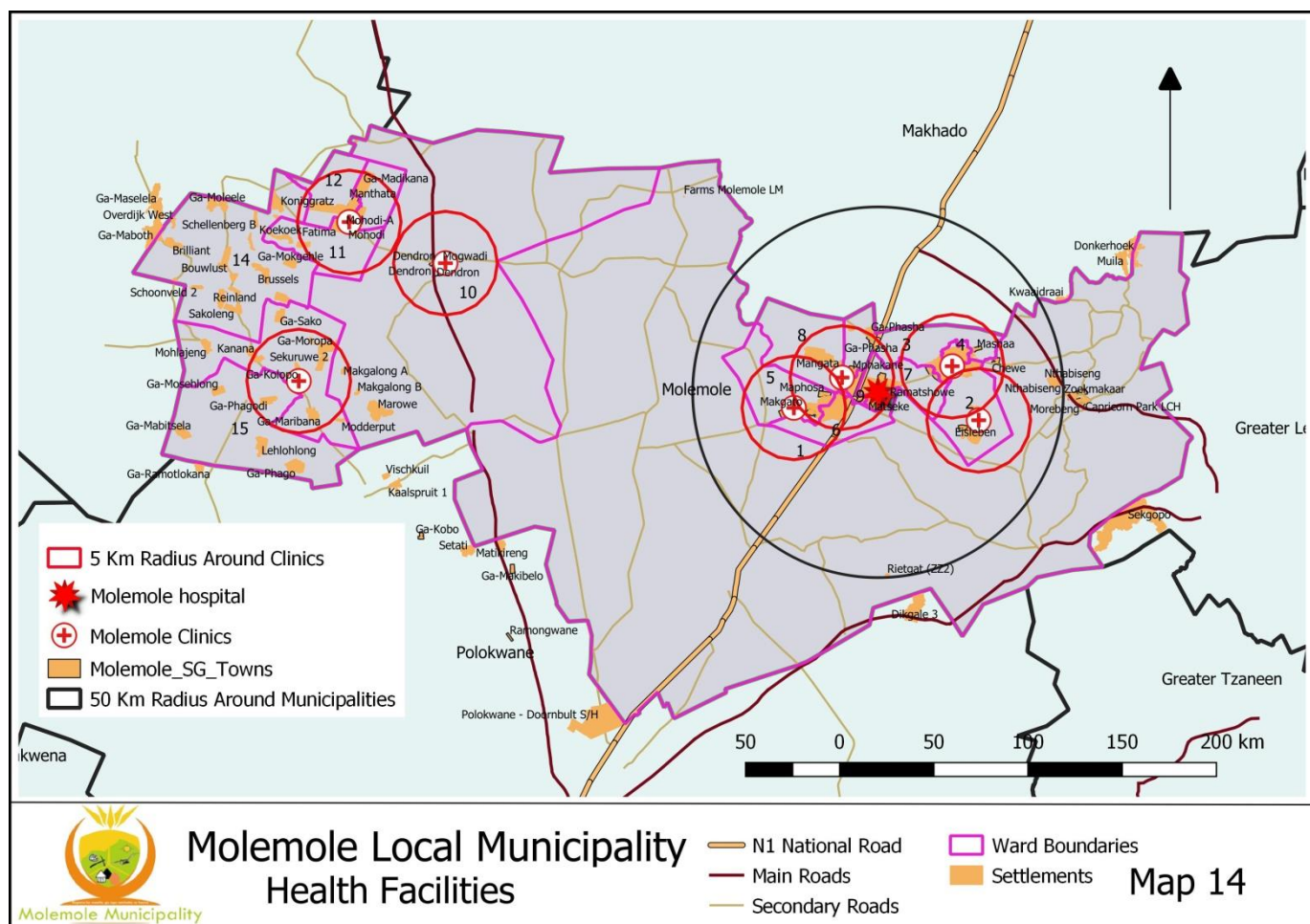
The Trans- Limpopo Corridor which follows the N1 in a North-South direction traverses the Botlokwa area whereas the Phalaborwa Corridor runs East-West across Morebeng can be regarded as spatial opportunity of the municipality. With mineral deposits discovered in Molemole municipality creating a potential for mining explorations and beneficiation Projects, these two corridors act as catalyst for Local Economic Development. Furthermore, the location of Molemole in close proximity to the logistical hub of the province Polokwane creates an opportunity for its residents. The establishment of the Makhado-Musina Special



Economic Zone that transverses through the node of Botlokwa creates an employment opportunity for Molemole residents in the SEZ and further serves as catalyst for unlocking the economic potential of the node.

## 4.11 Social Facilities

### 4.11.1 Health and Welfare Services



**Map 18: Molemole Local Municipality Health Facilities**

*Source: Department of Rural Development and Land Reform*

Molemole has one hospital in Botlokwa, eight (8) clinics and two mobile teams. Based on the geographical diversity of the municipality, it is necessary to build one additional Hospital in the Western part of the municipality and five additional clinics so as to comply with health accessibility requirements, which states that a clinic must be within a radius of 5 km from the community it serves.

Mohodi Clinic services almost all communities in the Molemole West and should be considered to be upgraded into a Health Centre. This could speed up service delivery and reduce the high influx of patients at Hellen Franz Hospital on a daily

basis. The facility also has nurse's homes which accommodate up to twelve staff members. There is no health facility at Moletji and Bought Farms Cluster within a central place such as Ga-Phago and this challenge defeats the norms and standards set for the provision of health facilities. The result is that most residents are deprived of this critical service as they travel long distances to access the facilities.

Beneficiaries for social grants are assisted at SASSA offices located in ward 4 in Molemole East. The communities of Molemole West do not have a SASSA serving point and get assistance from Molemole Offices. There is an old clinic from Mohodi Ha-Manthata which the community together with the Tribal Authority are in a process of turning into a Thusong Centre. The services from the following departments are prioritised:

- SASSA
- Home Affairs
- SAPS

#### **4.11.2 Safety and Security**

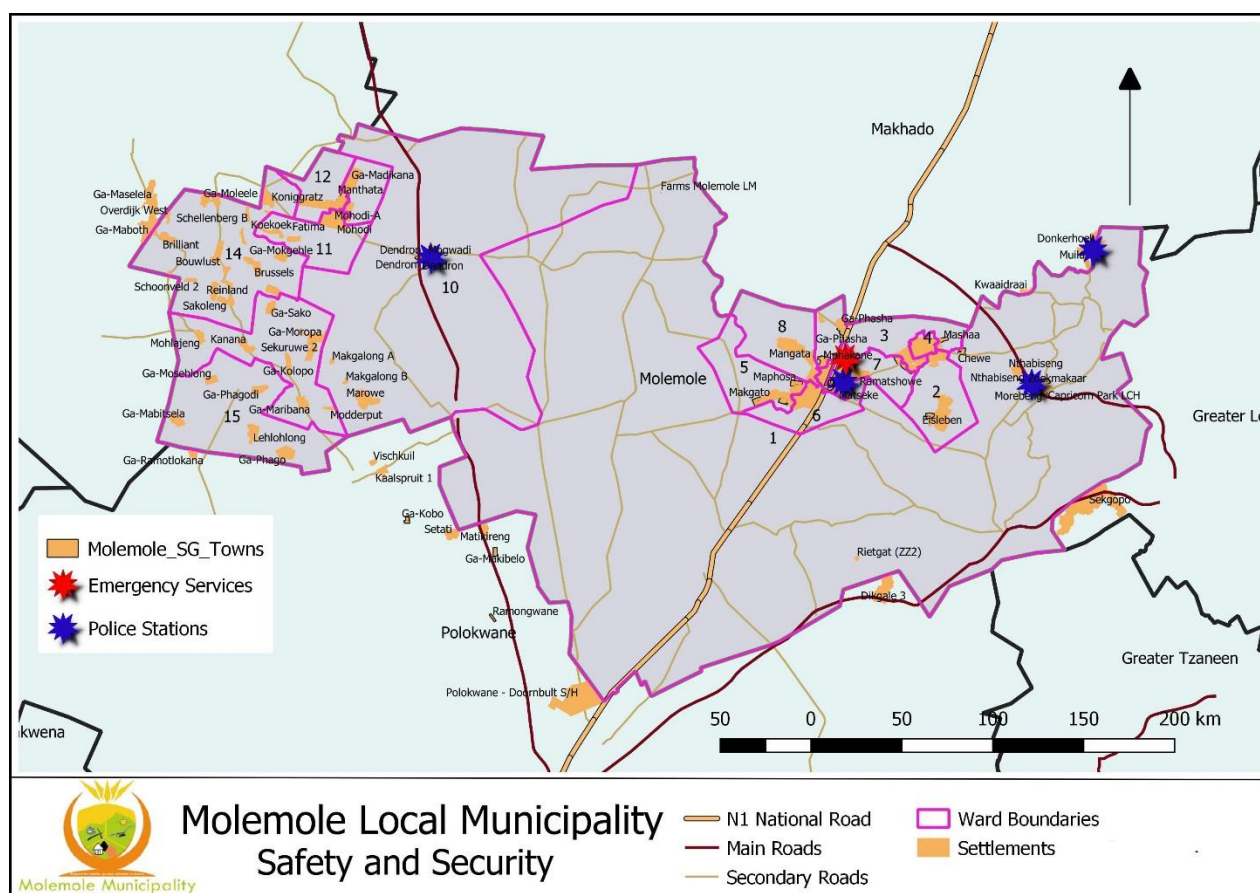
There are three (3) police stations in Molemole - Morebeng, Botlokwa and Mogwadi. In addition to these there are two (2) Satellite Police Stations at Eisleben and Dipateng but due to personnel shortages these satellites are not fully operational.

The municipality has erected high mast lights in areas identified as hot spots areas of crime. There is a magistrate's court at Morebeng and a periodic court at Mogwadi. There are 75 developments taking place where a site has been established for the construction of Mogwadi Magistrate office. Poor road infrastructure in certain areas affect the turnaround response time of emergency services. There is a need for satellite police stations, as well as resources such as police vehicles, efficient communication services, and adequate police personnel.

Infrastructural issues associated with police and emergency services within the Molemole Local Municipality include:

- Poor accessibility to existing police stations and emergency facilities.
- The need to improve public transport services to police stations.
- Bad quality (gravel) roads in most areas complicate police patrols and response rates.

**Map 19: Molemole Local Municipality Safety and Security**



*Source: Department of Rural Development and Land Reform*

### 4.11.3 Sport and Recreation

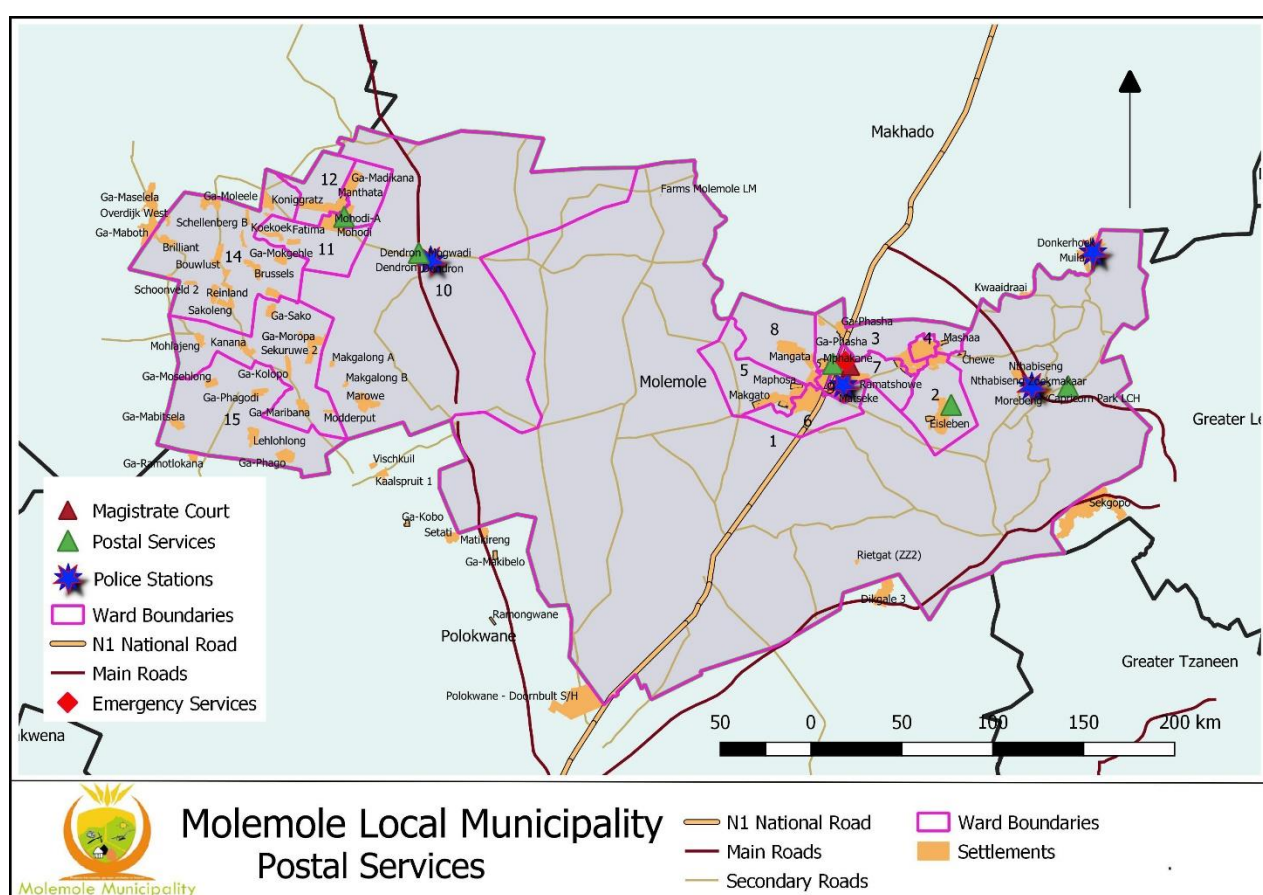
Molemole Municipality, being a rural municipality, faces huge challenges on the provision of adequate sports and recreational facilities for its residents. Only two state of the art sports and recreational facilities are being provided for Molemole East and West, namely Ramokgopa sports complex and Mohodi sports complex respectively. The two sports complexes offer multiple uses for various sporting codes and have been provided with sufficient lightning to provide for night activities.

The municipality failed to sustain old sporting facilities in Mogwadi and Morebeng that were inherited from the apartheid regime. The municipality should look at the feasibility of resuscitating such facilities instead of building new ones in same localities.

Most settlements in the Molemole Municipality comprise of informal sport and recreational facilities such as primarily rudimentary soccer fields instead of a diversity of well-developed sport and recreational facilities providing different sporting codes. Effectively, there are no functional sport and recreational facilities in the Molemole Local Municipality areas. Key challenges associated with sport, recreational and community facilities within the Molemole Local Municipality include the following:

- Need for diversity and a varying hierarchy of sport and recreational facilities throughout the LM.
- Uneven spatial distribution of community halls need to be resolved.
- Lack of facilitation for proper sport, recreation and community facilities in needy areas.
- Lack of proper sport and recreational facilities at school level.

#### 4.11.4 Postal Services



Map 20: Molemole Local Municipality Postal Services

There are six postal facilities within the municipality located in Mogwadi, Dwarsrivier, Eisleben, Manthata, Ramokgopa and Morebeng. Mail collection points

are also used in remote areas as another form of providing postal service to communities.

Map 17 depicts the spatial distribution of all existing postal facilities throughout the Molemole LM. Despite the uneven spatial distribution of fully-fledged postal facilities, it would be unrealistic and uneconomical to establish fully-fledged postal facilities in every village. However, some form of service should be provided at strategic points, which are accessible to communities.

#### **4.11.5 Key Social Services Issues**

The analysis of the availability and quality of social facilities reflects the Molemole Municipality being in a state of a developing entity. The largest concentration of social service facilities are located in its existing nodes and population concentration points and are in line with the SDF.

However, the principle of access and spatial justice is denied as most communities especially in Molemole West including settlements inherited from Aganang do not have access and have to travel long distances to acquire such services. This is a challenge that the municipality, working with relevant sector department, has to address through intergovernmental mechanisms.

### **4.12 Engineering Infrastructure**

#### **4.12.1 Water and Sanitation**

The provision of water and services in the Molemole Municipality is the responsibility of the Capricorn District Municipality which is the designated Water Services Authority (WSA) and Water Services Provider (WSP) in terms of the provisions of the National Water Act.

The Municipality's source of water is groundwater. As reflected supra in this report the municipality relies on underground water as the main source of water for domestic, commercial and agricultural use.

According to information provided by Statistics South Africa the percentage of people with access to safe drinking water for the municipality is 82% while the remainder 18 have no access as reflected in the table below.



<b>Population</b>	<b>125,327</b>
<b>MAIN SOURCE OF WATER FOR DRINKING</b>	
Piped (tap) water inside the dwelling/house	<b>5%</b>
Piped (tap) water inside yard	47%
<b>DISTANCE TO GET MAIN SOURCE OF WATER</b>	
Less than 200 metres	71%
201-500 metres	<b>17%</b>
<b>ACCESS TO SAFE DRINKING WATER</b>	
Yes	82%
No	18%

*Molemole Status of Services: Water Services: Stats SA Community Profile, 2016 and CDM SDF 2017*

The sustainable provision of water inside the dwelling houses is 5% and this relates to semi towns such as Mogwadi and Morebeng while other category of 47% get water inside their yards. There are some communities that get water according to RDP standard at a rate of 71% while the rest of 17% get the service outside the RDP standard.



*Figure 14: Water Services Infrastructure in Some of the Villages within Molemole*

Despite this promising figures the reality on the ground reflect some chronic water shortages in most settlements as a result of disruptions caused by aging infrastructure, poor operations, maintenance and management, non-enforcement of by-laws resulting in tampering with the water infrastructure. This was discovered during the field visits conducted by the project team. This is characterized by unreliable boreholes with aging infrastructure and inadequate water supply. As a

contingency measure the district makes use of water tinkering to provide water to needy settlements in times of disruptions.

#### **4.12.2 Key Challenges Pertaining To Water Provision**

The following are key challenges identified:

- Aging water and sanitation infrastructure
- Unreliability and unavailability of water sources
- Breakdowns on water pipes
- Inadequate water reticulation infrastructure in rural areas
- Lack of cost recovery on water and sanitation services
- Lack of sustainable water sources for future supply.
- Unavailability of funds to reduce the current water and sanitation backlog
- Insufficient funds for maintenance of current water infrastructure

#### **4.13 Sanitation Services**

The provision of sanitation services in Molemole is the responsibility of the Capricorn District Municipality. However, COGHSTA also provides the service through the provision of sanitation facilities that are linked to the implementation of the low cost housing programme. Molemole is one of the municipality with the highest level of reliance on pit latrines in the district and this does not auger well with the millennium development goal of providing decent sanitation by 2014 to all households.

The dominance of pit latrines for Molemole poses a serious threat to the environment and may contribute to communicable diseases such as cholera. The other challenge is that sanitation is linked to the provision of water and in Molemole there is reliance on underground water sources. The municipality has a mammoth task of dealing with the high percentage of substandard sanitation facilities if it wants to minimise the risk of diseases and the pollution of its underground water sources.

<b>Population</b>	<b>125,327</b>
<b>Main Type of Toilet Facility</b>	
Flush toilet connected to a public sewerage system	10%
Pit latrine/toilet with ventilation pipe	36%
Pit latrine/toilet without ventilation pipe	44%

<b>Main Toilet Facility In Dwelling/Yard/Outside</b>	
In the dwelling/house	13%
In the yard	86%
<b>Is The Toilet Facility Shared</b>	
Yes	34%
No	66%

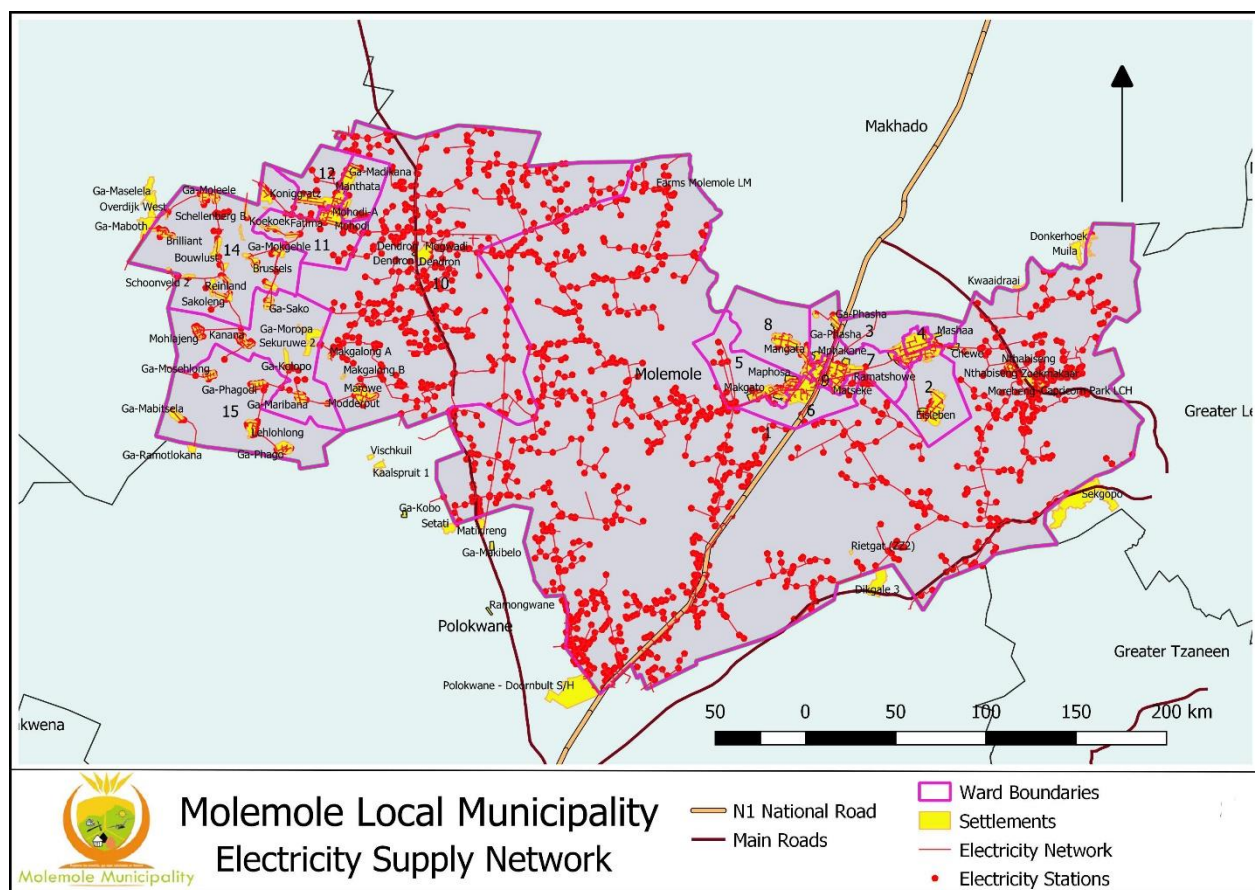
*Table 09: Molemole Status of Services: Sanitation Services: Stats SA Community Profile, 2016 and CDM SDF 2017*

The sustainable provision of water and sanitation is an enable for socio-economic investments and may serves as a pull factor that also discourages outward migration. The state and level of this service is not satisfactory at present and may limit the socio-economic potential of the municipality unless proper planning and implementation of high impact infrastructure programmes are effected.

#### **4.14 Electricity**

Electricity provision is guided by Electricity Regulation Act with National Energy Regulator as the regulatory authority. The Act deals with the compulsory norms and standards for bulk supply and reticulation while NERSA regulates the tariffs between consumers, municipalities and ESKOM. The municipality is the electricity supplier/provider in Mogwadi and Morebeng while ESKOM is the supplier in all the villages.





**Map 21: Molemole Local Municipality Electricity Supply Network**

The source of electricity is Eskom. The municipality gets electricity in bulk from Eskom and sell to the two towns within the municipality (i.e. Mogwadi and Morebeng) while Eskom is supplying the villages directly. There are initiatives in place to make sure that the municipality makes application for the extension of the trade license on electricity. This will help in enhancing the limping revenue collection of the municipality.

On the provision of energy supply the municipality and ESKOM has adequately provided the service to constituent settlements of Molemole. There is no settlement that has not been provided with this service. It is only in new extension where the service is not available but that does not create a huge dent and negative impact on the provision of the service as this is a moving target.

An area that has not been exploited is the provision of alternative sources of energy that would have revolutionised the municipality towards green energy initiatives by looking at sources such as solar and wind given the geographic location of Molemole.

#### **4.15 Waste Management**

Refuse removal takes place at Mogwadi and Morebeng towns on a consistent basis. Refuse collection is done by municipal employees once a week for households and twice a week for businesses. Molemole has one licensed landfill site at Mogwadi and an illegal dumping site at Morebeng where waste from the two towns and surrounding villages are disposed.

Due to limited resources, both disposal sites have a lot of compliance issues that need to be addressed. Over the past few years, the Municipality has improved service delivery in terms of refuse collection which is done at least once a week in urban areas. In rural areas refuse collection is a priority as refuse is buried, dumped or burnt. The latter is as a result of lack of initiatives to collect refuse in rural areas. The municipality needs to develop mechanisms and strategies to collect refuse. There is also a need for transfer landfill sites in rural areas to address this escalating challenge.

Currently the municipality does not practice rural waste management but processes have commenced to try and implement recycling initiatives at schools in the villages. Ward Councillors have engaged in waste management initiatives through volunteers at villages. Lack of funds pose challenges in implementing recycling, reuse and reduce practices but engagements for getting funding from relevant sector departments are in progress.

The low percentage of waste management to the municipality's settlements creates serious challenges for the municipality in the sense that the following negative consequences may be encountered:

- Increased prevalence of environmental and health challenges-this creates a reputational and financial risk for the municipality as it may be subjected to litigation for non-compliance
- Reduced Investments in the municipality-investors prefer to invest where the environment is conducive to their operations, be it political, social, health and economic.

#### **4.16 Synthesis on Infrastructure Services**

This study confirms that there is a clear correlation between the provision of adequate and sustainable infrastructure services and the aspect of spatial planning mainly through settlement planning and land use management. The project team notes that while the Molemole, Capricorn District Municipality and the provincial government have done better in the provision of these key engineering services the impact is slowed by the pattern of spatial planning that is characterized by low density and highly fragmented settlements.

This makes the costs of providing these services higher than the case would have been had the settlement patterns been different.

Furthermore, the provision of new infrastructure should also be done while also making provision for operations, management and maintenance of existing infrastructure. Budgets should be set aside for such purposes otherwise the municipality should prepare itself to replace old infrastructure at a huge cost.

Current infrastructure funding mechanisms and models are not commensurate with the demand and backlog to address such needs. The observation is that unless funding models and alternative methods of service delivery are employed the municipality and other implementing agent's goals and targets set in the National Development Plan to provide full engineering services in a sustainable manner to all settlements will not be realized.

The analysis of the poor status of infrastructure services is a clear demonstration that the Apartheid spatial legacy has created a serious burden for generations and governments to come. This SDF, therefore, observes that infrastructure planning must be approached in a holistic way where integrated master plans can be used as well as precinct plans so that integrated planning is practised to avoid various business units of entities planning and implementing their programmes in isolation. The challenge for most municipalities in South Africa, Molemole included, is to break into new ground with regard to their planning practices. Key amongst planning methods that will help accelerate infrastructure provision include planning for high density compact settlements that are not located far from one another. This also calls upon a need to plan settlements in such a way that when they expand they should expand in a direction that will make separate neighbouring settlements to integrate with each other as is the case with Maponto, Mohodi and Madikana.

## **5. LOCAL ECONOMIC DEVELOPMENT (LED)**

### **5.1 Background**

According to Molemole LED Strategy, finance and business sector accounts for 24% of the of the Gross Geographic Product (GGP) of the Molemole Municipality, followed by government services at 21%, then agriculture at 14% followed by wholesale and retail trade at 12% which could be regarded as relatively better performing sectors.

The lowest performing economic sectors are transport, storage and communication (11%), community, social and personal services (7%), manufacturing (4%), construction (3%), mining and quarrying (2%), electricity and gas (2%). Limited skills as a result of high illiteracy

and lack of skills training institutions have a negative impact on the economy of the municipality. The above situation is compounded by few graduates migrating to other areas in search of better opportunities as a result of limited job opportunities presented by the local economy. Evidently, manufacturing plays a less significant role in the local economy of Molemole Municipality and there is no a balanced growth across all three economic sectors. The trend in the increase of community services shows that the local economy is very dependent on government workers and grants.

However, the Municipality has potential to tap into existing resources only if concerted effort is taken which involves a variety of initiatives, programmes and strategies driven by various stakeholders instead of a single project. Local economic development can only be achieved if everyone gets involved and a culture of Local Economic Development is established among the members of the community, the local Municipality and the private sector. The purpose of this section is to provide an outline of economic activities which present spatial implications and have the potential for local economic development such as Agriculture, Wholesale and Retail, Tourism, Mining and Quarrying and Manufacturing.

## **5.2 Agriculture**

The Municipality has significant agricultural development potential, both in terms of vegetable and livestock farming. In terms of vegetable farming, potatoes, tomatoes, cabbage, spinach, onion are some of typical examples of vegetables which are currently being produced in this area and can be expanded. There are several commercial vegetable farmers that are making this sector productive.

According to Molemole LED Strategy, the Department of Agriculture has identified the need for people residing on communal land for support to farm in vegetable production and one such project is taking place at Morebeng. There is also potential for commercial livestock farming due to the fact that some communities already own livestock. With government support such as purchasing of land, establishment of feedlots, abattoirs and meat processing plants this sector can be further exploited. The issue of land claims provides an opportunity to use reclaimed land for this kind of initiatives as part of land reform processes.

The municipality has recently managed to secure land and funding for students who were placed on our agricultural skills development programme with local farmers to the value of R18 million. Cattle and chicken breeding could serve as an important anchor project in this area with backward and forward linkages as illustrated hereunder: The above figure, illustrates a typical cattle and chicken agro-processing chain system of backward and

forward linkages. This is a description of some of the products that can be derived from the meat (beef and chicken and Hyde's) product.

When the linkages of all the other products such as the hides, eggs are taken into account, it makes significant contribution to the local economy. According to Limpopo Provincial Growth and Development Strategy (2004-2014), Molemole falls in the red and white meat cluster corridor due to its potential for livestock farming especially cattle farming.

### **5.3 Wholesale and Retail**

Wholesale and Retail trade is the third largest sector and contributor to local economy. The Municipality has three main economic activity nodes comprising Botlokwa (Ramatjowe), Mogwadi and Morebeng and other small retail outlets providing retail services to local residents.

The retail outlets in these areas are mainly supported by people from the agricultural sector and government services such as teachers, nurses and police. The support to retailers by employees from the agricultural sector is often inhibited by poorly paying jobs which influence their buying power unlike people who work in government services such as teachers, nurses and police.

There is a need for the development of a precinct plans for the three areas of economic activities, with a starting point in Botlokwa to develop a modern town where trade and retail will take place in a coordinated way.

### **5.4 Tourism**

Tourism plays an important role towards economic development and job creation. Despite limited tourism attraction areas, Molemole can optimize the potential attraction centres such Motumo Trading Post, Tropic of Capricorn and Machaka Game Reserve...

#### **5.4.1 Challenges Pertaining To Tourism**

The Motumo trading post has dilapidated and initiatives to revitalise the project are running at a snail pace. The Machaka Game reserve project also faces the same challenge and needs government intervention in order to revive the project. Tropic of Capricorn also is at a dilapidating stage and need to be revived.

#### **5.4.2 Mining and Quarrying.**

As mentioned earlier, mining and quarrying contribute very little to the economy of the Molemole Municipality due to small occurrence of mineral deposits. However,

the existence of such minerals provides an opportunity for small-scale mining operations some of which are currently taking place and some are being explored. Minerals such as iron ore, conundrum, gneiss, granite, are prevalent in various parts of the Municipality and it is the responsibility of the Department of Minerals and Energy to support potential and interested small mining companies.

#### **5.4.3 The Following Areas Were Identified As Having Some Mineral Deposits Which Can Be Explored**

Just to the north of Polokwane (Pietersburg), the Zandriviesspoort greenstone outlier contains a large, low-grade, iron ore deposit. Another deposit of titaniferous iron ore occurs in the Rooiwater Complex, adjacent to the Murchison greenstone belt.

The alluvial deposits emanating from this have been evaluated by Kumba Resources (Iskor) and there is a chance that they may be exploited; Gold is also known in the metamorphosed greenstone remnants of the Bandelierkop Formation (the Venda and Overshot gold deposits, north of Soekmekaar, being examples), as well as within gneisses at deposits such as the defunct Harlequin and Bochum mines. Some of these deposits hold promise for small scale mining ventures; Granite deposits in the vicinity of Botlokwa.

Another form of mining which is prevalent is quarrying where sand, crusher stone is excavated from granite. This provides potential for small entrepreneurial development in the business of brick making, crusher stone and sand supplies for government projects. As with agricultural projects, mining explorations have backward and forward linkages in the economy which can contribute towards local economic development and job creation.

#### **5.4.4 Manufacturing**

Industrial development and manufacturing is critical for economic development as it provides multiplier effects due to its backward linkages with the primary sectors of agriculture and mining, and secondly its forward linkages with the tertiary sectors such as trade, transport and communication.

Molemole Food processing factory which currently process marula jam, marula atchaar and marula juice is the only main industrial development in the area with a potential to expand. The high levels of unemployment in the municipality and

resultant low levels of income (from the formal sector) forced a portion of the population still residing in the area to enter and participate in informal and marginal activities (e.g. subsistence farming).

The second implication of the low levels of buying power is the inability of the community to pay taxes (e.g. property tax) and for even the most basic level of services. This situation on the other hand undermines the financial feasibility of the local municipality and makes it difficult to provide the necessary social services and municipal infrastructure in the area.

An opportunity also exists for agro-processing of some of the municipality's comparative and competitive advantages. The Limpopo Agro-Processing Strategy has identified a gap in the processing of agricultural products from the province, hence for potatoes and tomatoes the municipality can have such an agro-processing facility.

## **5.5 Identified Spatial Priority Issues and Challenges**

### **5.5.1 Creation of Sustainable Spatial Structure**

Spatially Molemole Local Municipality is characterized by a dispersed, fragmented and low density settlements which impact negatively on sustainable service delivery and economic development;

### **5.5.2 Improved Roads and Transportation**

Poor road conditions and poor transportation linkages between settlements and poor transport system impact on access between settlements and service delivery. This challenge is prevalent in the western section of Molemole Municipality. However, through the implementation of the Municipal Infrastructure Grant (MIG), the Molemole Municipality has managed to upgrade from gravel to tar a road linking D1200 from Mohodi to Koekoek, a road linking Mohodi to Madikana and a road linking Mohodi to Maponto in line with the motive of connecting settlements to one another. This move should be commended and continued with by the municipality.

### **5.5.3 Tourism Development**

Poorly developed tourism development in terms of infrastructure such as proper road linkages, facilities, etc.

#### **5.5.4 Environmental Protection**

Poor environmental protection and conservation of natural resources and the environment in general.

#### **5.5.5 Land availability**

Limited availability of state land for development especially in major nodal points.

#### **5.5.6 Water**

Poor access of communities to water as a result of insufficient rainfall, poor underground water supply which is compounded by poor planning, maintenance and infrastructure.

#### **5.5.7 Housing**

Poor housing delivery especially low-cost housing due to limited state or municipal land, limited infrastructure especially in identified major nodal areas. Mono function housing typologies characterise the municipality

#### **5.5.8 Sports and Recreational Facilities**

Limited and poorly developed sports and recreational facilities concomitant with poor infrastructure.

#### **5.5.9 Local Economic Development (LED)**

Poor local economic development as a result of the following:

- limited access to infrastructure such as water, proper roads and network, access to trade markets, lack of proper skills and training facilities and funding.
- poor development of available natural resources such as mining, agriculture and tourism.

#### **5.5.10 Job Creation**

Limited job opportunities as a result of low investment opportunities in the municipality.

#### **5.5.11 Land Use Management**

Poor implementation and enforcement of land use management system including by-laws and policies.



## **5.6 Synthesis**

The strategic location of Molemole gives the municipality a comparative and competitive edge in the province compared to institutions of its size. Key strategic such as R1200, N1 and R521 which play an economic role within the national and regional context transverse through MLM. Furthermore the comparative and competitive advantages are boosted by the municipality's proximity to the provincial logistics hub and Musina-Makhado Special Economic Zone.

The Municipality should leverage on developments in neighbouring municipalities. An example is in the neighbouring Bloubaerg Municipality which has Senwabarwana as its primary node with its massive developments current and in the pipeline. Molemole settlements of Broekman (Westphalia) and Overdyk (Moleele) can be planned alongside the expansion of Senwabarwana so that in future they fall within the urban edge of the Senwabarwana node. The spatial analysis of the current reality has confirmed that spatial fragmentation and general sprawl in settlements make infrastructure investment less cost efficient and hinders economic growth. As a result there is a need to reconfigure the spatial setting – which will, in-turn, support economic growth and reduce inefficiencies. This calls for a paradigm shift in SDF development and it is the intention of this revised SDF to do just this. Legislative and policy context provide an enabling environment to do so. It is on this basis that the Municipality must have an enabling environment as well (e.g. political will and a resourced administrative machinery).

## **6. MOLEMOLE MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK, 2018**

### **6.1 Background**

The purpose of this spatial development framework is to ensure that the general principles enshrined in the SPLUMA legislation are given effect to change the space economy of the Molemole Municipality and maintain environmental sustainability for all. It is against this background that this SDF specifically addresses the following general principles and finally informed the spatial vision reflected infra.

#### **6.1.1 Spatial Justice**

This SDF reflects the attainment of this general principle by:

- Identifying portions of land throughout the Molemole Municipality for integration and development purpose;
- Identifying nodes and strategic rural focus areas that should be serviced and made available to disadvantaged communities and persons; and
- Providing for residential development to ensure security of tenure (formalization, tenure upgrading of R293 townships, new townships).

#### **6.1.2 Spatial Sustainability**

This SDF reflects the attainment of this general principle by:

- Identifying urban edge within which development will be permitted to limit urban sprawl;
- Identifying natural open system;
- Discouraging any non-agricultural activities in high agricultural potential areas; and
- Upholding consistency of land use measures in accordance with environmental management instruments.

#### **6.1.3 Efficiency**

This SDF reflects the attainment of this general principle by:

- Ensuring development initiatives ensure the maximum use of existing resources and infrastructure;
- Ensuring decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
- Proposing mechanisms and procedures that will ensure efficient approval of development applications.

#### 6.1.4 Spatial Resilience

This SDF reflects the attainment of this general principle by:

- Ensuring the municipality design spatial plans, policies and land use management systems that are flexible to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

#### 6.1.5 Good Administration

This SDF reflects the attainment of this general principle by:

- Fostering that all municipal departments are involved in the formulation of the SDF and in the implementation thereof to ensure an integrated approach to land use and land development that is guided by the spatial planning and use management systems as embodied in this Act;
- Ensuring various sector departments and development agencies are involved in the entire SDF development processes and provide sector inputs in the whole process.
- the requirements of any law relating to land development and land use are met timeously;
- the preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and policies, legislation and procedures must be clearly set in order to inform and empower members of the public

### 6.2 Final Spatial Vision

From the general principles above as well as the spatial analysis of the municipality the following has been agreed to as the spatial vision of the Molemole:

*“Molemole Municipality aspires to create a more inclusive, integrated and sustainable municipality that redresses and rectifies the spatial legacy of segregation and promotes efficiencies in the delivery of services to its entire communities. In the attainment of spatial transformation compact, dense and multiple land uses are tools of trade.”*

### 6.3 Future Approaches and Components as Per SPLUMA Guidelines

<b>Protect</b>	Critical and Biodiversity Areas including green infrastructure and agricultural areas
<b>Change</b>	<ul style="list-style-type: none"><li>• Hierarchy of settlements in as far as growth points and nodes are concerned</li></ul>

	<ul style="list-style-type: none"> <li>• Development corridors</li> <li>• Strategic rural development areas</li> <li>• Current pattern of growth of sprawl</li> </ul>
<b>New</b>	<ul style="list-style-type: none"> <li>• Activity nodes</li> <li>• Rural development areas (Mohodi &amp; Ramokgopa)</li> <li>• Urban development area of Machaka (Matoks)-graduate from rural node and urbanize the CBD and incrementally the surrounding residential zone)</li> <li>• Connectivity routes to link nodes and strategic development areas</li> <li>• Urban edges</li> <li>• Local service points in line with the Thusong service centre/ Multi-purpose Service Centre approach (Ga-Phago-Lanark farm)</li> <li>• Intensification and densification of settlements especially identified nodes and strategic rural development areas</li> <li>• Integration of dispersed settlements</li> </ul>

## 6.4 Objectives and Development Principles

### 6.4.1 Background

The spatial vision developed has paved ways for the identification of development principles which best articulate the Molemole Spatial Development Framework. The final spatial vision and identified development principles are in alignment with those of the district municipality, the Limpopo SDF and the National Development Plan:

- **Principle 1**: Consolidate and protect environmentally sensitive areas to ensure long term environmental sustainability;
- **Principle 2**: Enhance spatial efficiency by defining a range of urban and rural nodes in the municipality around which to consolidate economic development and infrastructure investment;
- **Principle 3**: Establish a comprehensive movement network to link all activity nodes within the municipality and also with other nodes outside the municipality, and to promote corridor development through land use-transportation integration;
- **Principles 4**: Consolidate community facilities at urban and nodal points to enhance “one-stop” access to such facilities for the community, and to contribute towards creating “critical mass” required to stimulate local economic development;

- **Principle 5**: Direct infrastructure investment towards the activity nodes in the municipality, strategic development areas earmarked for residential development, and communities with excessive service backlogs.
- **Principle 6**: Optimize agricultural production and processing in all parts of the municipality leveraging on the potato and tomato production and processing;
- **Principle 7**: Enhance and consolidate commercial and business activities at each of the identified nodal points and strategic rural development areas
- **Principle 8**: Achieve urban restructuring and spatial justice by way of mixed income residential development around the identified nodal points, and within identified Strategic Development Areas.
- **Principle 9**: Compile Community Based Rural Development Plans for identified Rural Intervention Areas of Morebeng and Machaka/Mphakane.

#### **6.4.2 Principle 1: Consolidate and Protect Environmentally Sensitive Areas to Ensure Long Term Environmental Sustainability**

The starting point for any development to succeed in the long run is the attainment of environmental sustainability. No development will be sustainable if CBA and environment are not conducive and protected in a sustainable way.

The Limpopo government, through the provincial conservation plan, developed a Critical Biodiversity Map in 2013. A map of Critical Biodiversity Areas and Ecological Support Areas serves the purpose of guiding decision-making about where best to locate development. It helps inform land-use planning, environmental assessment and authorizations, and natural resource management, by a range of sectors whose policies and decisions impact on biodiversity.

It is the biodiversity sector's input into multi-sectoral planning and decision-making processes. In the protection of CBAs the Molemole Municipality should take into account the dictates of the map mainly in guiding development within its areas of jurisdiction.

CBA Map Category	Description	Land Management Objective	Land Management Recommendations	Compatible Land-Use	Incompatible Land-Use
	Formal Protected Areas and Protected Areas pending declaration under NEMPA.	<ul style="list-style-type: none"> <li>• Maintain in a natural state with limited or no biodiversity loss.</li> <li>• Rehabilitate degraded areas to a natural or near natural state, and manage for no further degradation.</li> <li>• Development subject to Protected Area objectives and zoning in a NEMPAA compliant and approved management plan.</li> </ul>	Maintain or obtain formal conservation protection.	Conservation and associated activities (e.g. eco-tourism operations), and required support infrastructure.	All other land-uses.
<b>Critical Biodiversity Areas (CBA1)</b>	<ul style="list-style-type: none"> <li>• Irreplaceable Sites.</li> <li>• Areas required to meet biodiversity pattern and/ or ecological processes targets.</li> <li>• No alternative sites are available to meet targets.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain in a natural state with limited or no biodiversity loss.</li> <li>• Rehabilitate degraded areas to a natural or near natural state, and manage for no further degradation.</li> </ul>	<ul style="list-style-type: none"> <li>• Obtain formal conservation protection where possible.</li> <li>• Implement appropriate zoning to avoid net loss of intact habitat or intensification of land use.</li> </ul>	<ul style="list-style-type: none"> <li>• Conservation and associated activities.</li> <li>• Extensive game farming and ecotourism operations with strict control on environmental impacts and carrying capacities, where the overall there is a net biodiversity gain.</li> <li>• Extensive livestock production with strict control on environmental impacts and carrying capacities.</li> <li>• Required support infrastructure for the above activities.</li> <li>• Urban open space systems</li> </ul>	<ul style="list-style-type: none"> <li>• Urban land-uses including Residential (including golf estates, rural residential, resorts), Business, Mining and Industrial; Infrastructure (roads, power lines, pipelines).</li> <li>• Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/ irrigated pastures).</li> <li>• Arable Agriculture (forestry, dry land and irrigated cropping).</li> <li>• Small holdings</li> </ul>
<b>Critical Biodiversity Area (CBA2)</b>	<ul style="list-style-type: none"> <li>• Best Design Selected Sites.</li> <li>• Areas selected to meet biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain in a natural state with limited or no biodiversity loss.</li> <li>• Maintain current agricultural activities.</li> </ul>	Avoid conversion of agricultural land to more intensive land uses, which may have a negative impact	<ul style="list-style-type: none"> <li>• Current agricultural practices including arable agriculture, intensive and extensive animal</li> </ul>	<ul style="list-style-type: none"> <li>• Urban land-uses including Residential (including golf estates,</li> </ul>

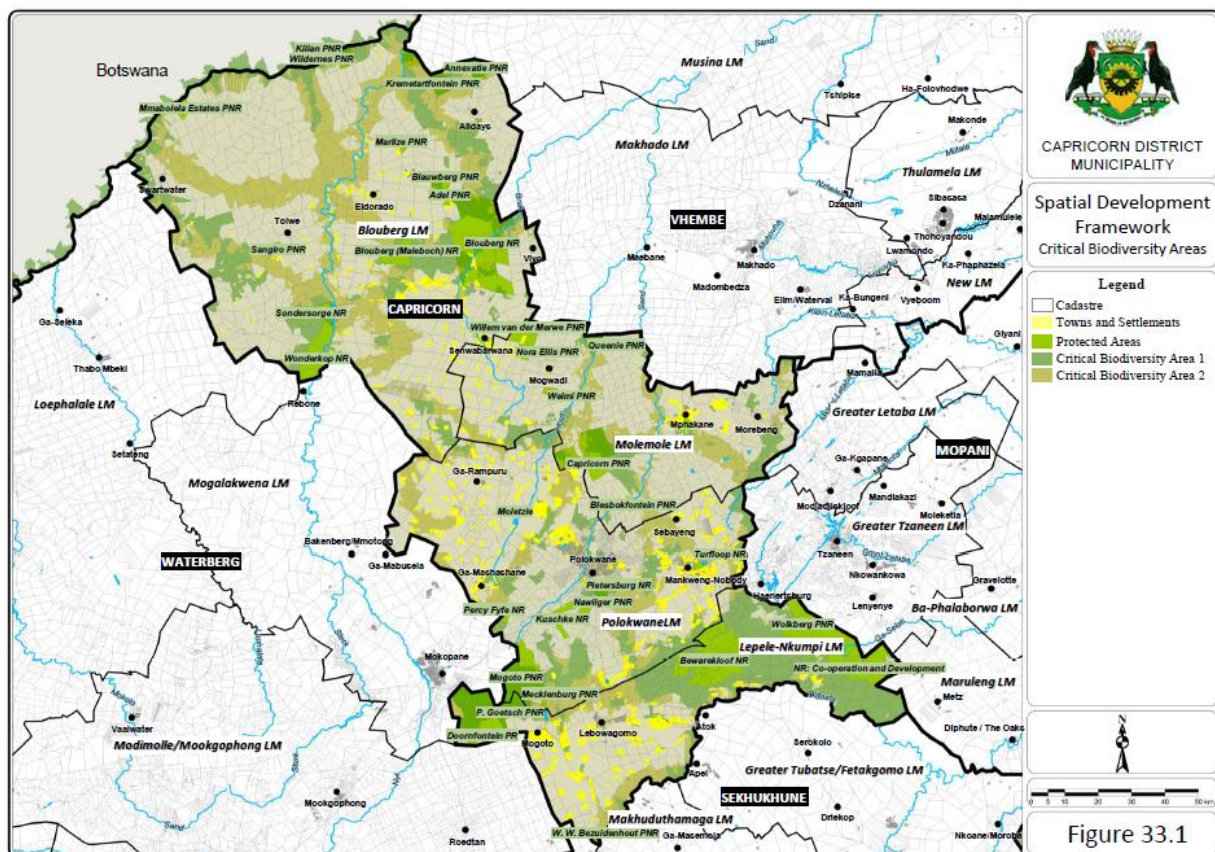
	<p>pattern and/ or ecological process targets.</p> <ul style="list-style-type: none"> <li>Alternative sites may be available to meet targets</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that land use is not intensified and that activities are managed to minimize impact on threatened species.</li> </ul>	<p>on threatened species or ecological processes.</p>	<p>production, as well as game and ecotourism operations, so long as these are managed in a way to ensure populations of threatened species are maintained and the ecological processes which support them are not impacted.</p> <ul style="list-style-type: none"> <li>Any activities compatible with CBA1.</li> </ul>	<p>rural residential, resorts), Business, Mining and Industrial; Infrastructure (roads, power lines, pipelines).</p> <ul style="list-style-type: none"> <li>More intensive agricultural production than currently undertaken on site. Note: Certain elements of these activities could be allowed subject to detailed impact assessment to ensure that developments were designed to CBA2.</li> <li>Alternative areas may need to be identified to ensure the CBA network still meets the required targets.</li> </ul>
<b>Ecological Support Areas (ESA2)</b>	<p>Natural, near natural and degraded areas supporting CBAs by maintaining ecological processes.</p>	<p>Maintain ecosystem functionality and connectivity allowing for limited loss of biodiversity pattern.</p>	<ul style="list-style-type: none"> <li>Implement appropriate zoning and land management guidelines to avoid impacting ecological processes.</li> <li>Avoid intensification of land use.</li> <li>Avoid fragmentation of natural landscape.</li> </ul>	<ul style="list-style-type: none"> <li>Conservation and associated activities.</li> <li>Extensive game farming and ecotourism operations.</li> <li>Extensive Livestock Production.</li> <li>Urban Open Space Systems.</li> <li>Low density rural residential, smallholdings or resorts where development design and overall development densities allow maintenance of ecological functioning.</li> </ul>	<ul style="list-style-type: none"> <li>Urban land-uses including Residential (including golf estates), Business, Mining and Industrial;</li> <li>Infrastructure (roads, power lines, pipelines).</li> <li>Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/irrigated pastures).</li> <li>Arable Agriculture (forestry, dry land &amp; irrigated cropping).</li> </ul>

<b>Ecological Support Areas (ESA2)</b>	Areas with no natural habitat that is important for supporting ecological processes.	Avoid additional/ new impacts on ecological processes.	Maintain current land- use. Avoid intensification of land use, which may result in additional impact on ecological processes.	Existing activities (e.g. arable agriculture) should be maintained, but where possible a transition to less intensive land uses or ecological restoration should be favoured.	Any land use or activity that results in additional impacts on ecological functioning mostly associated with the intensification of land use in these areas (e.g. Change of floodplain from arable agriculture to an urban land use or from recreational fields and parks to urban).
<b>Other Natural Areas</b>	Natural and intact but not required to meet targets, or identified as CBA or ESA.	No management objectives, land management recommendations or land-use guidelines are prescribed. These areas are nevertheless subject to all applicable town and regional planning guidelines and policy. Where possible existing Not Natural areas should be favoured for development before "Other natural areas" as before "Other natural areas" may later be required either due to the identification of previously unknown important biodiversity features on these sites, or alternatively where the loss of CBA has resulted in the need to identify alternative sites.			
<b>No Natural Habitat Remaining</b>	<ul style="list-style-type: none"> <li>• Areas with no significant direct biodiversity value.</li> <li>• Not Natural or degraded natural areas that are not required as ESA, including intensive agriculture, urban, industry; and human infrastructure.</li> </ul>				

*Source: Limpopo Conservation Plan V.2 2013*



The natural environment becomes an increasingly important element in the structuring of the future compact and spatially integrated Molemole Municipality. The critical biodiversity layer should be seen as a municipal asset that provides valuable infrastructure services and not merely as unused land available for development. It is vital that the municipality and its residents should view the protection of these areas as not been done for the sake of conservation alone, but to make surrounding developed parts of the municipality more sustainable, livable and valuable. Molemole Municipality's critical biodiversity environment should also be protected to maximise their intrinsic value in providing ecosystem services as green infrastructure, including supporting, provisioning, regulating and cultural services.



*Map 22: Indicating Critical Biodiversity Areas of Molemole within a District Context (Source, Capricorn District SDF, 2016)*

Defining an ecological layer in this SDF is done towards:

- Protecting high value areas beyond existing areas of settlement.
- Integrating natural ecological systems with urban development through green corridors and the extension of an urban open space network.
- Ensuring new development and redevelopment is cognisant of current environmental policy.

- Extending the role of the public environment, through streets and public spaces, in a broader, integrated, open space network.
- Maximizing the value of ecosystem services.

The green infrastructure of Molemole would encompass not only vacant open space, but several different categories of spaces, including the following:

Category of Green Infrastructure	Green Infrastructure Type	Strategic Areas
Smaller Green Patches	Small community parks	Mogwadi Mohodi Morebeng Machaka
	Smaller community/neighborhood gardens	Mogwadi Mohodi Morebeng Machaka
	Small scale urban agriculture	All identified nodes
Large Bigger Patches	Forests	The rest of Molemole in protected areas, Critical Biodiversity Areas 1 & 2 as reflected in the biodiversity map above, as well land used for agricultural production
	Nature reserves	
	Wetlands	
	Productive landscapes (agricultural production landscapes)	
	Greenfields	
	Natural areas within mining belts	
Green Corridors	Rivers and river banks	The Sand River and Hout River is a significant one for MLM
	Streets with green path trees	Currently not significant in MLM
	Pedestrian sidewalks and pathways	All urban nodes
	Wider natural pathways	

Critical biodiversity areas of the Molemole Municipality must be protected and preserved, with the value of ecosystem services they provide maximized. It is imperative that the municipality should use the CBA as components of the public realm, adding value and structuring elements to the human settlement system and provide agricultural, tourism, social and spiritual services.

In providing development within critical biodiversity areas the municipality and its agencies must ensure developments are limited to those that add value to the public realm, and that preserve the vital ecosystem services these areas provide. These areas must be considered as vital to adding value and structuring elements to the built environment.

The interface with the built environment must be given high priority to promote public accessibility. Critical biodiversity areas are not just dead green space, but are key parts of the public realm, and must be protected as such. They provide needed open space that must be preserved for a growing municipality. These areas must be considered as adding real estate value to developments within the built environment.

It is against this background that all land development applications with a bearing on critical biodiversity environment should go through the municipality's environmental division before being submitted to the Municipal Planning Tribunal, currently hosted at the CDM coordinated joint planning tribunal to check their compliance with relevant environmental legislations as well as to this SDF.

The municipality should strive to perform the following in order to realize the preservation of its CBA:

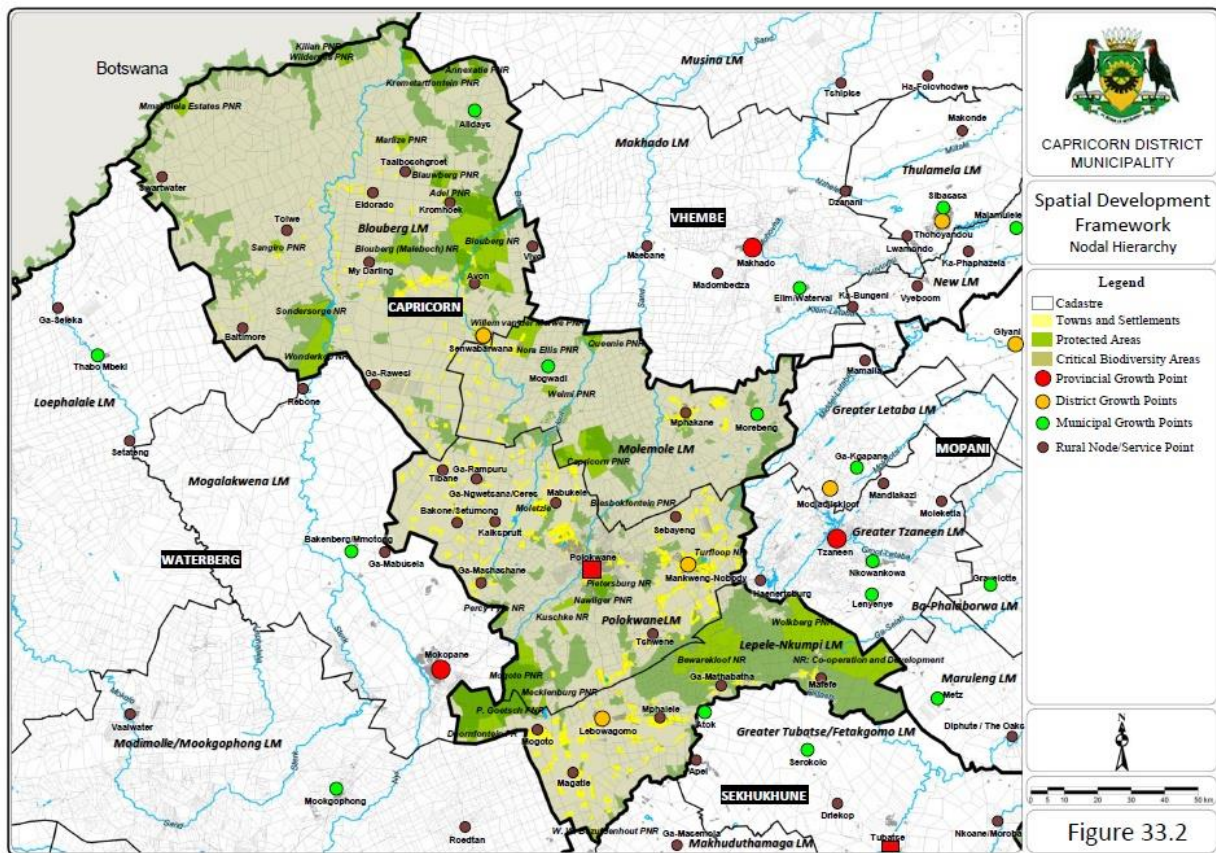
- Invest in and support the agricultural industry and agricultural projects as a key sector in preserving green infrastructure and maximizing its value for the municipality, including growing the economy, creating jobs and providing food and other products. Given its Competitive and comparative advantages in agricultural development the municipality should encourage skills transfer from commercial farmers to upgrade existing and emerging subsistence farmers within its areas of jurisdiction. This will preserve the green environment while expanding job creation and food security.
- Invest in and support tourism, social, spiritual and leisure initiatives in critical biodiversity areas to protect the areas, grow the economy, and create jobs. The Municipality has infrastructure such as Motumo Trading Post, Matoks

Nature Reserve, and the Tropic of Capricorn site all located along the busy N1 on a critical biodiversity area. The maximum usage of such facilities can help in protecting the environment while at the same time they ensure maximum stay of passersby and members of the public in such facilities with the resultant job creation and enterprise development realised.

- Plan natural areas such as wetlands and swamps as protected natural buffers, serving as a natural 'urban development boundary' and protection from flooding and other climate-change related damages.
- Within the urban nodes of Mogwadi, Morebeng and Matoks, as well as population concentration points such as Mohodi and Ramokgopa, Molemole should plan green corridors and green patches along main roads and intersections and also to serve as buffers/dividers between incompatible land use areas, such as between residential and landfill sites as well as cemeteries.
- To curb the monotony of settlements, with urban nodes as starting points, the municipality should use neighbourhood guidelines and form-based codes in order to ensure that each street is planned with a tree line, a pedestrian and bicycle pathway.
- Using its urban nodes and population concentration points referred to above, Molemole Municipality should support, invest and incentivize development of smaller community parks, gardens and urban agriculture. To make community parks a place of choice for the majority of the population, especially vibrant young people, the municipality should provide facilities such as outdoor gyms and playing facilities for children.

In implementing integration of the natural environment, it should be strongly incorporated into all finer detail spatial policy frameworks. The proposed approval process for development application for the Molemole Municipality should combine the inputs from the land use division, environmental division and infrastructure division with a more emphasis on the protection and integration of the municipality's natural assets. The harmonization process must ensure development proposals and applications must demonstrate integration of the natural environment into the development and deal with the impact of development on the municipality's natural resources. Necessary tools and checklists must be developed for land development applications in CBA.

### 6.4.3 Principle 2: Enhance Spatial Efficiency by Defining a Range of Urban and Rural Nodes in the Municipality Around Which to Consolidate Economic Development and Infrastructure Investment



Map23 indicates growth points, rural nodes, tourism development and protected areas of Molemole Municipality in a district context (Source: Capricorn District Municipality)

*NB: Spatial proposals on this principle require that the spatial character of the identified nodes as well as challenges thereof be unpacked so that there could be synergy between the two. It is against this background that the analysis of these restructuring elements has been repeated in its raw form from the previous chapter followed by proposed interventions for ease of reference to avoid cross referencing.*

#### 6.4.3.1 Municipal (Semi) Urban Nodal Points

The current IDP and SDF of the Molemole Municipality identify Mogwadi and Morebeng as the two primary urban nodes of the municipality. In alignment with the CDM SDF this SDF proposes the following:

- Maintain Mogwadi as a municipal growth point and urban node.
- Maintain Morebeng as a municipal growth point but should look at the feasibility of placing it on the same level as a municipal service point



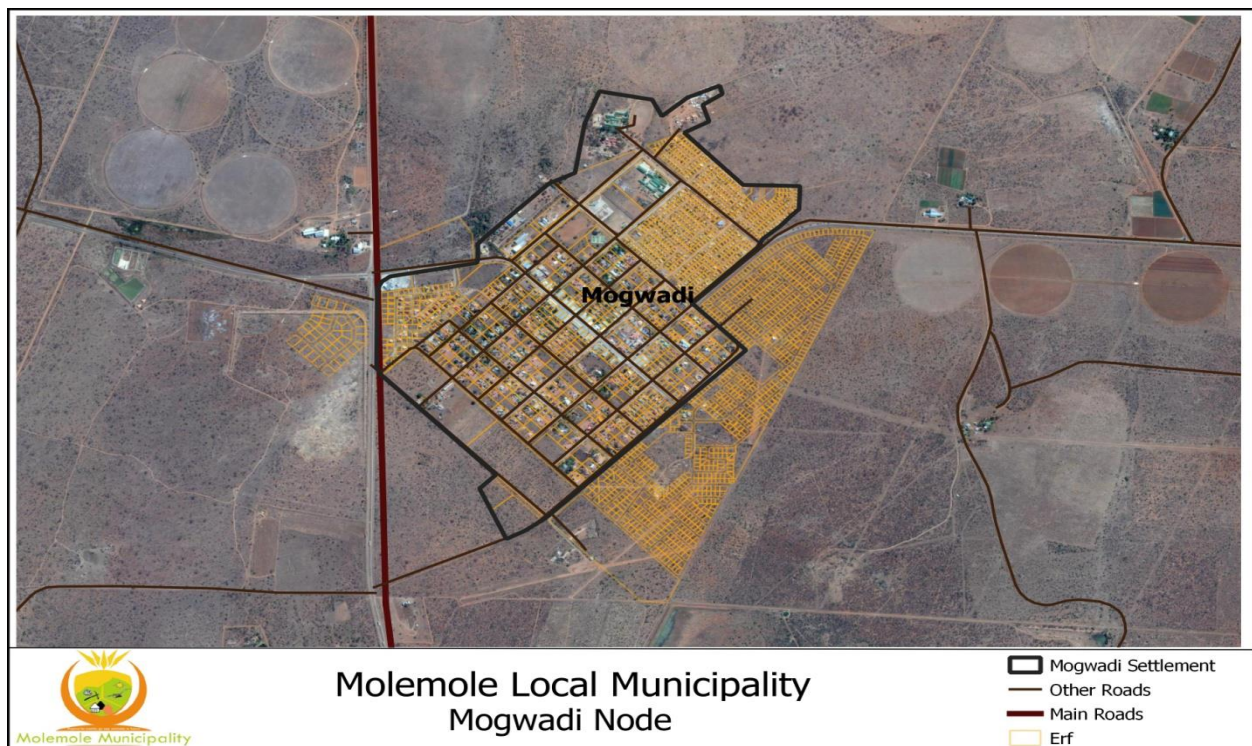
- Upgrade Machaka from being a municipal service point to a fully-fledged municipal growth point which should be upgraded to a mix of rural-urban node.

## **Mogwadi Node Spatial Proposals**

### **a) Spatial Structure and Movement Network**

Formerly known as Dendron, Mogwadi node lies on the western part of Molemole Municipality between road R521 and road D1200. It is located approximately 62 kilometres from the provincial node of Polokwane and 22 kilometres from the district growth point of Senwabarwana.

The node is fairly small in size and comprises limited retail, social and residential development. The town is also connected to the mini town of Vivo on the northern part where the freight corridor of the R521 acts as a conveyor of freight and passenger services to and from neighbouring SADEC countries of, inter alia, Botswana and Zimbabwe, as well as the Venetia mine of the De Beers group. Furthermore the D1200 links this node to the Mohodi/Maponto/Manthata rural node on the western part at a distance of about 10 kilometres.



## **b) Economic Activities**

The main economic activities in this node are agricultural development, retail and trade. The town was established as a convenient centre to provide support to surround farms of the area. The farms mainly trade on crop and livestock farming with potato and tomatoes topping the crop farming sector while cattle, sheep, chicken and goat production tops the livestock sector.

The CBD of the town is dominated by retail development in the form of furniture, supermarkets, limited banking services, as well as hardwares selling building materials to surrounding communities. Two filling stations are found in the node with one in the CBD (Du Bryn) while another one (Mogwadi Global) is found at the intersection of the R521 and D1200. The latter also serves as a truck stop facility. Informal trading also occurs in this node mainly in the CBD in front of existing formal business establishment with a large concentration at the Pits Supermarket.

## **c) Residential Development**

Mogwadi nodal point has two categories of residential areas that surround the Central Business District from three directions. The old residential town (extension 1) exists from the southern, eastern and western sides of the town, while the RDP section is located on the western side of the town, mainly in towards the direction of the D1200 to Morebeng. The predominant character of the residential component of the node is low density residential development in single erven. From the principle of spatial justice one can conclude that the residential part of the town defies this principle as there is no integration between the old extension and the RDP section. Furthermore, the residential pattern characterized by low density sprawl makes it expensive to provide full engineering services thereby going counter the principle of efficiency.

Future developments should ensure there is mixed use high density residential development as there is insufficient land for development and it is not cost efficient to provide services to the town. This will also

support the principle of sustainability as less pollution will occur where people live, work and play in one locality.

**d) Community Facilities**

A range of community facilities exist in the town of Mogwadi. The node boast a police station, a periodic court, head offices of the Molemole Municipality, traffic and licensing services, clinic and road camp for the Department of Public Works. Other community facilities include municipal parks, educational facilities in the form of Dendron primary and secondary schools, a community hall, a taxi rank and a cemetery. Rudimentary sports facilities in the form of football grounds exist in the town.

**e) Engineering Services**

Mogwadi node, as an urban centre, has water connection per each household. However, the rate of supply and sustainability of the provision of this service is not satisfactory as the source of this service is found more than fifteen kilometres from boreholes in the Mohodi/Manthata node. Mogwadi has a waterborne sewerage system for the suburb section of the town and its oxidation ponds are located on the western side of the town along the D1200 road to Senwabarwana.

The RDP section is also connected to the water borne sewerage system for the town after having relied on septic facilities for a long time. Electricity supply to the town is provided by the Municipality as the authority and there is enough capacity for the entire town. Roads and storm water facilities are partially provided to this node.

The CBD is fully tarred with some main roads in the old town surfaced as well as the road to the cemetery, school and traffic and licensing station. However, the RDP section is poorly provided with this important infrastructure asset. The town also enjoys waste management services wherein there is a weekly collection of refuse from households. However, the challenge with this waste management service is the non-compliance of the existing landfill site with environmental legislation creating a risk for the municipality as the only licenced site is at Ramokgopa.



**f) Key Considerations for the Node**

The municipality, through Capricorn District Municipality, is in the process of developing full precinct plans for this node. Amongst matters that this SDF proposes should be prioritized for this node include, but is not limited, to the following:

- Revitalization of the Central Business district which includes maintenance, upgrading and renovation of existing buildings. A provision of facelift for most buildings will make the CBD an attractive area for investors and customers. This should be coupled with the provision of onsite modern waste facilities to minimize littering and the installation of street furniture such as benches.
- Development and implementation of infrastructure master plans that will culminate in the installation of full engineering services for the whole town
- Densification and infill development to curb urban sprawl
- Full township establishment processes including the development of a township register for the RDP section which will culminate in the provision of title deeds to all property owners.
- Concentration of mixed land use and high density development at the intersection of the road D1200 and R521

**Morebeng Node Spatial Proposals**

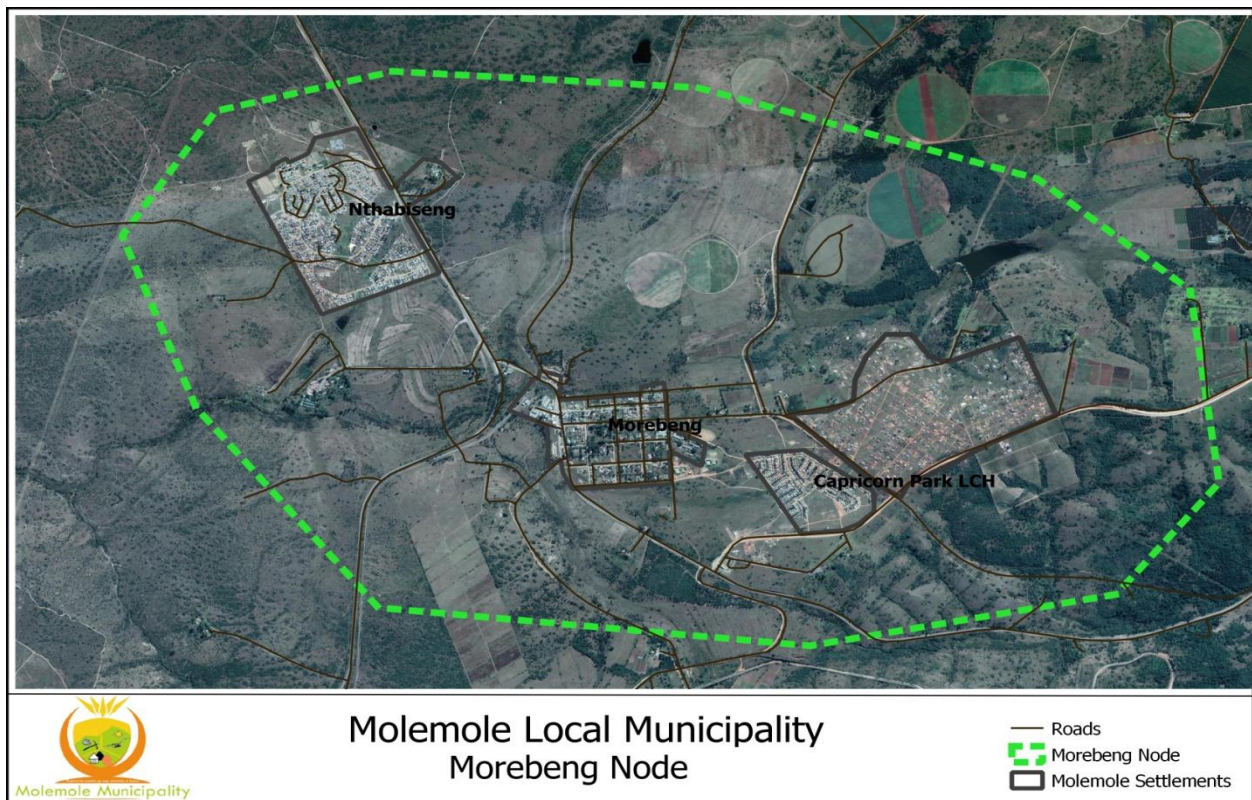
**a) Spatial Structure and Movement Network**

Morebeng (formerly Soekmekaar) lies about 25km east of Botlokwa along road R36. It is located about 65 km southeast of Louis Trichardt in Makhado Municipality. The town was established in 1916 and covers an area of approximately 53.31 km<sup>2</sup>

The mini town was established to serve the surrounding farmers with goods and social services. Road R36 connects the node to the Machaka/Botlokwa node via N1 as well as via Ramokgopa rural node. Furthermore this movement network connects Morebeng to the Mogwadi node in the western part of the municipality en route to other nodes such as Senwabarwana in Blouberg Municipality. On the

eastern side this transport corridor connects to farming areas of Moeketsi while it stretches further to Mopani via Tzaneen en route to Mpumalanga and Mozambique.

A railway line transverses the node on the way to Musina and Beit Bridge. The Sand River passes through the epicenter of the node between Nthabiseng and Capricorn Park. The growth of the town must be managed not to temper with this natural asset.



*Map of Morebeng Registered Town*

### **b) Economic Activities**

Like Mogwadi node, the main economic activities in this node are agricultural development, retail and trade. The farms mainly trade on crop and livestock farming with potato and tomatoes topping the crop farming sector while cattle, sheep, chicken and goat production tops the livestock sector. The business centre of the node is complemented by the social services provided for in the town as they attract a range of people in need of community services such as municipal, health, police and judicial services, traffic and licensing services to the town

### **c) Residential Development**

The Morebeng node clearly shows the harsh legacies of a segregated town which comprises of the former Morebeng town and low income settlements of Capricorn Park on the eastern part and Nthabiseng on the western entrance. The predominant character of the residential component of the node is low density residential development in single erven.

From the principle of spatial justice one can conclude that the residential part of the town defies this principle as there is no integration between the old extension and the RDP section. Furthermore, the residential pattern characterized by low density sprawl makes it expensive to provide full engineering services thereby going counter the principle of efficiency.

Future developments should ensure there is mixed use high density residential development as there is insufficient land for development and it is not cost efficient to provide services to the town. This will also support the principle of sustainability as less pollution will occur where people live, work and play in one locality.

### **d) Community Facilities**

A range of community facilities exist in the town of Morebeng. The node boast a police station, a periodic court, home affairs services, SASSA, satellite offices of the Molemole Municipality, traffic and licensing services, postal services, clinic and old train station. Other community facilities include municipal parks, educational facilities in the form of primary and secondary schools, a taxi rank and a cemetery.

Like Mogwadi node, rudimentary sports facilities in the form of football grounds exist in the town.

### **e) Engineering Services**

Molemole municipality acknowledges that there are no full engineering services for the entire node, especially in Nthabiseng and Capricorn Park. The node enjoys sufficient provision of electricity. Waste management services are also provided in the

form of weekly refuse collection for the node. On the provision of water and water borne sewerage the old section of the node is adequately provided with this infrastructure though there is a need to refurbish the existing infrastructure for it to be sustainable for continued usage. While the water borne sewerage service has been extended to Nthabiseng and Capricorn Park the system is unreliable and poses a serious health and environmental hazard for local residents.

**f) Key Considerations for the Node**

The municipality should develop full precinct plans for this node. Amongst matters to be prioritized in the precinct plans for this node include the following:

- To give the node the attractive edge for both business and residential development the municipality must begin to service this township by installing full engineering services such as roads, water, electricity and sanitation;
- The municipality should avoid sprawl in this node by limiting development within the urban edge through the use of planning tools such as land use intensification through infilling, consolidation and densification of vacant and under-utilized portions of land.
- Provision of adequate recreational facilities, including the resuscitation of old sports facilities.
- Provision of landscaping and quality sidewalks and facilities for cycling.

**Botlokwa/Machaka Node Proposals**

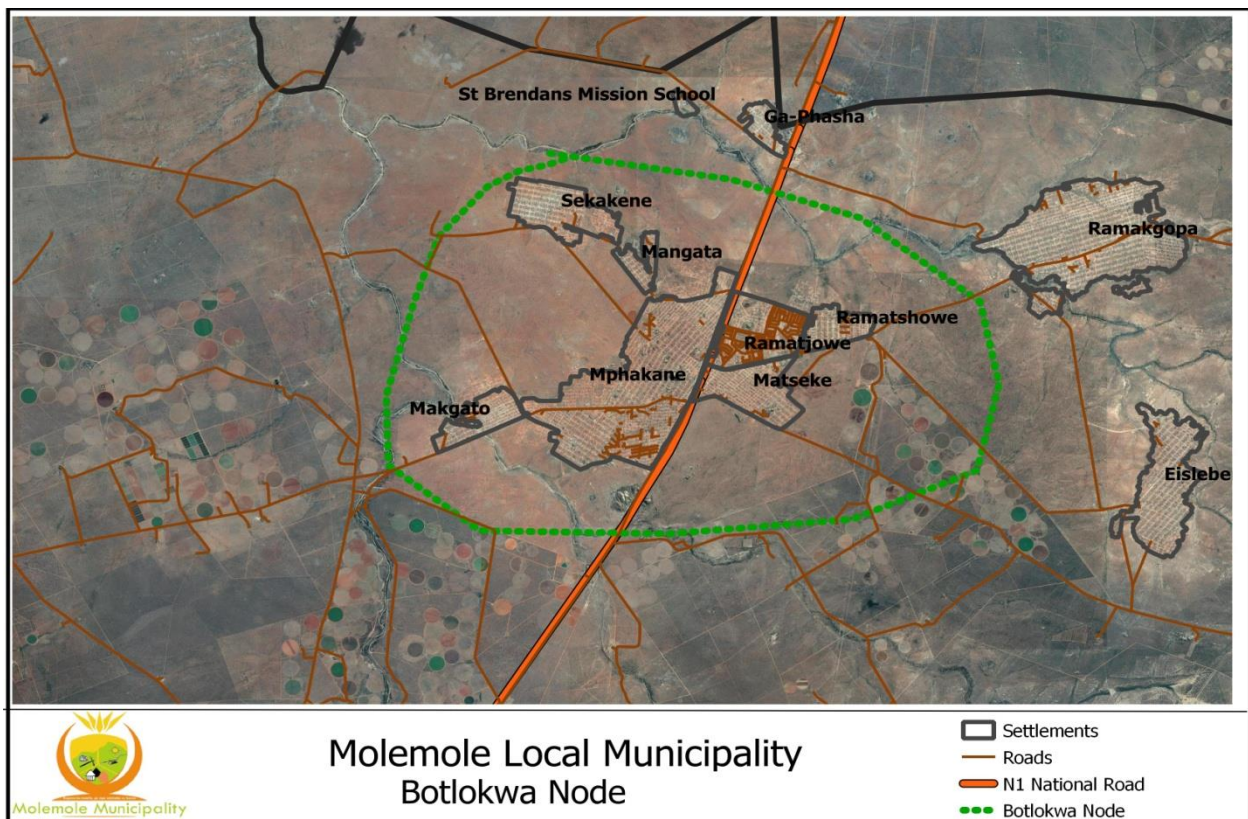
**a) Spatial Structure and Movement Network**

The proposal is to upgrade this node from a rural node and introduce urbanization to make it an urban node alongside Mogwadi and Morebeng.

Botlokwa/Machaka node is situated about 55km north of Polokwane at the intersection between north-south bound N1 road and east-west bound roads D750 and D1356 both of which link Botlokwa to Morebeng and the eastern areas. The

Botlokwa/Machaka node covers an estimated 1703ha under tribal authority. This node is surrounded by a large numbers of settlements within its sphere of influence and such includes, amongst others, Ramatjowe, Sefene, and Mokomene.

The node is situated on an activity spine identified as Trans-Limpopo Corridor which presents potential for economic development and along which numerous activities have developed in a linear pattern such as business, taxi rank, informal trading, Botlokwa hospital, MPCC, schools, etc. in the same node a modern retail centre has been established and provides a variety of goods and services to the surrounding settlements, as well as to visitors who frequent the N1. The modern retail centre hosts national retailers such as Pick and Pay, Cashbuild and Build It hardware.



*Map of Botlokwa node*

## b) Economic Activities

This node contains a mix of the formal and informal economy. As a centre that was established mainly for residential development for the black communities under its sphere of influence in tribal



areas the node was never intended to graduate to an economic force within the region. Previously most of the economic activities centred on subsistence agricultural development and small scale retail facilities that only supply to local villages.

The strategic location of this node alongside the strategic N1 Trans-Limpopo corridor and the largest population concentration around the node has necessitated the emergence of a mix of modern retail in the area hence the establishment and operation of the Matoks/Machaka shopping centre which hosts national retailers such as Pick n Pay, Boxer, Cashbuild and Build it hard wares.

Modern banking facilities and filling stations are found in the node and provide much needed services to the local and regional communities. The informal trading practice is also located in the node where mainly perishable fruit and vegetables are being plied to customers while during pay days for social grants the area boosts a huge number of mobile retailers.

#### **c) Residential Development**

The Botlokwa/Machaka node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area estimated at 1703 hectares of land. The residential component is interfaced with the existing retail development of the node. There is no dedicated edge to curb the continuing sprawl.

#### **d) Community Facilities**

Botlokwa/Machaka node contains a range of social facilities. Key amongst such facilities are the Botlokwa Hospital, SASSA offices, Police station, taxi rank, a large number of educational facilities in the form of preschools, primary and secondary schools. The satellite centre of the Capricorn TVET College is found in the Ramokgopa rural node which is within the sphere of influence of the Botlokwa/Machaka node.

Like Mogwadi node, rudimentary sports facilities in the form of football grounds exist in the node. Based on the large number of settlements and people served by this node it becomes imperative for the establishment of a dedicated Thusong Service Centre that will house a number of government and non-government services along the N1 route in line with the National Spatial Development Perspective and the National Development Plan.

#### **e) Engineering Services**

On the provision of engineering services this node clearly shows a huge challenge and this does not go well with the principle of spatial justice and sustainability. On the provision of electricity ESKOM is the licensed authority and most of the households are connected to the main grid, save for the new extensions to settlements.

Provision of water above RDP standard is a challenge due to the non-reliability of the underground sources which are currently in use in settlements of this node. The area is not provided with water borne sewerage facilities, however some establishment have upgraded from pit latrine facilities to septic or French drain facilities. However, such is not sustainable in the long run as it creates an environmental risk to the community.

The node is in dire need of adequate waste management services and proper roads infrastructure, especially internal streets and the ones linking with Mogwadi node.

#### **f) Key considerations for the node**

The municipality, through Capricorn District Municipality, is in the process of developing full precinct plans for this node. Amongst matters to be prioritized in the precinct plans for this node include the following:

The node experiences challenges with regard to the high level of uncontrolled and uncoordinated land allocation. Strategic and valuable pieces of land along the N1 corridor are being allocated to for retail and residential development and this will negatively

affect the proper spatial planning of the node. If this matter is not curbed it will have a negative impact on the municipality's ambition of establishing a new town in the node.

This will need to be addressed by the Molemole Municipality, the Department of Rural Development and Land Reform and the local traditional authority of Machaka.

A precinct plan is being developed for the area and this SDF proposes that the following be prioritized for the node:

- Infill development and intensification-this will curb sprawl and result in efficiencies in the provision of massive infrastructure
- Massive provision of engineering infrastructure with the development of master plans as points of departure for such services
- Provision of various typologies of housing to accommodate different classes of people in high density mixed land use areas
- Provision of street furniture as part of the landscaping processes
- Transfer of land from the national government to the municipality
- Integration of settlements in closer proximity to each other
- Proper township establishment (in situ and green fields), proclamations and incremental upgrading of land tenure rights

#### **6.4.3.2 Summary of General Points of Consideration for the Three Nodes Identified Above**

The municipality should realize that accelerated growth will take place in these urban nodes and should proactively plan for a huge influx of people in need of economic activities in the nodes. As a result planning for future integrated human settlements must be prioritized for these urban nodes.

An opportunity exists for the Molemole Municipality to establish real towns in these identified urban nodes where an emphasis will also be placed on the provision of specialized uses which breaks away from the past legacies of



apartheid planning. A wide variety of housing typologies is expected in these nodes. A greater level of planning is required as these nodes are prioritized for massive infrastructure investment and the provision of social and community services such as hospital, multipurpose community centres, etc.

The huge influx of people to these nodes will serve as a stimulus for the attraction of private sector investment in the retail sector, transportation sector, as well as real estate for the provision of housing alongside the ones provided by the state.

Molemole Municipality should also investigate densification support mechanisms e.g. financial and institutional, appropriate to subsidized housing to facilitate the development of affordable multi-storey housing in suitable locations.

#### **6.4.3.3 Rural Development Focus Areas/Local Service Points Spatial Proposals**

Rural Development Focus areas comprises of rural population concentration points which comprises of an agglomeration of settlements that are clustered in close proximity to each other for them to be adequately serviced by one stop community centre. It is proposed that such settlements be provided with basic services and a better fraction of social and community facilities.

Based on a higher population that is found in Rural Development Focus Areas a higher level of services in the form of social and community services is prioritized compared to settlements in the rural outlying (hinterland) parts of the municipality.

It is in these areas where Thusong Service Centres are to be established, as well as other social amenities such as police stations, periodic courts, health centres, satellite offices of TVETS, multi-purpose sports complex.

The following have been identified as Rural Development Focus Areas/Local Service Points:

- Mohodi/Maponto/Madikana rural node
- Ga-Phago rural node
- Ramokgopa/Mokomene rural node



However, the D1200 corridor offers a window of opportunity for commercial development as evidenced by the existence of a modern hotel and a filling station.

**c) Residential Development**

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

**d) Community Facilities**

The node contains a range of social facilities. Key amongst such facilities are the Manthata clinic, SASSA offices, informal taxi rank, and a large number of educational facilities in the form of preschools, primary and secondary schools. A modern multi-purpose community sports complex is being constructed by the municipality at this node to complement already existing rudimentary sports fields mainly used for soccer games.

Based on the large number of settlements and people served by this node it becomes imperative for the establishment of a dedicated Thusong Service Centre that will house a number of government and non-government services along the D1200 route in line with the National Spatial Development Perspective and the National Development Plan.

**e) Engineering Services**

The node is adequately provided with electricity by ESKOM to all households with the exception of new extensions which continuously get connected through post connection services. Main sections of the node are connected through upgraded internal roads. However, the bulk of internal streets require adequate upgraded internal streets and storm water control facilities.

While some sections of the node has water according to RDP standard water supply is still a main challenge for most sections. Sanitation is provided through pit latrines which pose a risk to the environment through the contamination of underground water sources. The node

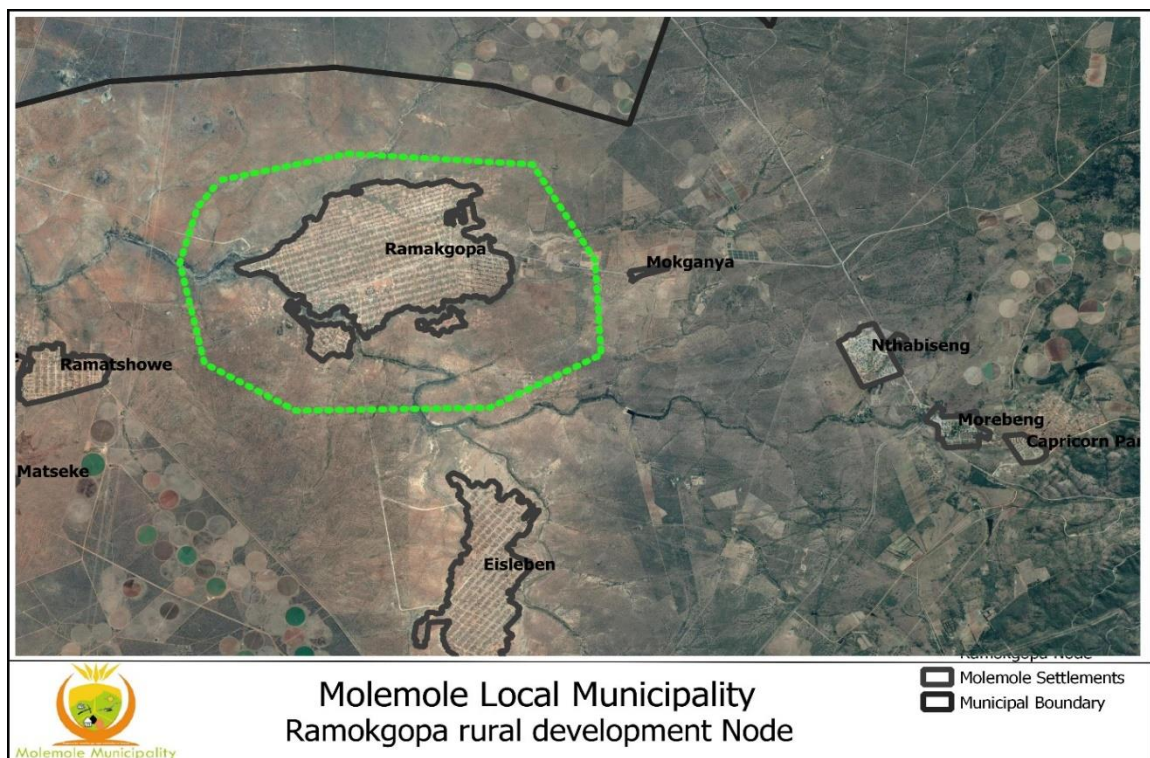
does not have a dedicated waste management service and this also does not go well with the principle of sustainability and spatial justice

### **Ramokgopa/Mokomene Rural Development Focus Area**

#### **a) Spatial Structure and Movement Network**

Mokomene area is also a predominantly rural settlement situated west of Botlokwa along road D1356 linking Botlokwa with Morebeng and constitutes an estimated **14 859 (13.7%)** of the total Molemole LM population (source, Molemole revised SDF 2013).

Despite being a rural settlement with no formal layout, the street layout comprises a typical rectangular grid-like road network with four main entrances: the western and eastern entrances along road D1356, the northern entrance along road D3141 and the southern entrance along road D3142.



**Map of Ramokgopa Rural Focus Area**

#### **b) Economic Activities**

Business activities comprise of traditional retail outlets not clustered around a single node

**c) Residential Development**

Four formal townships were established three of which are not fully occupied and are part of the housing delivery focus areas identified by the Housing Sector Plan (2008) to address the housing backlog. On the western entrance are Molotone and Diwawene townships and on the eastern section is Mashaa Township which was developed to accommodate low-income RDP housing.

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

**d) Community Facilities**

The settlement has an existing node comprising a medical centre, clinic, schools, home affairs offices situated along high order road providing an opportunity for growth along this road.

**e) Engineering Services**

The node is adequately provided with electricity by ESKOM to all households with the exception of new extensions which continuously get connected through post connection services. As with most settlements throughout the municipality, the existing water infrastructure does not provide reliable potable water. Most internal streets are in a poor state and need to be upgraded with priority given to public transport routes.

Sanitation is provided through pit latrines which pose a risk to the environment through the contamination of underground water sources. According to the Integrated Development Plan the node has a compliant land fill site which will help the municipality deliver effectively and efficiently on the waste management function for the area and surrounding settlements, including Morebeng whose site is not licensed.

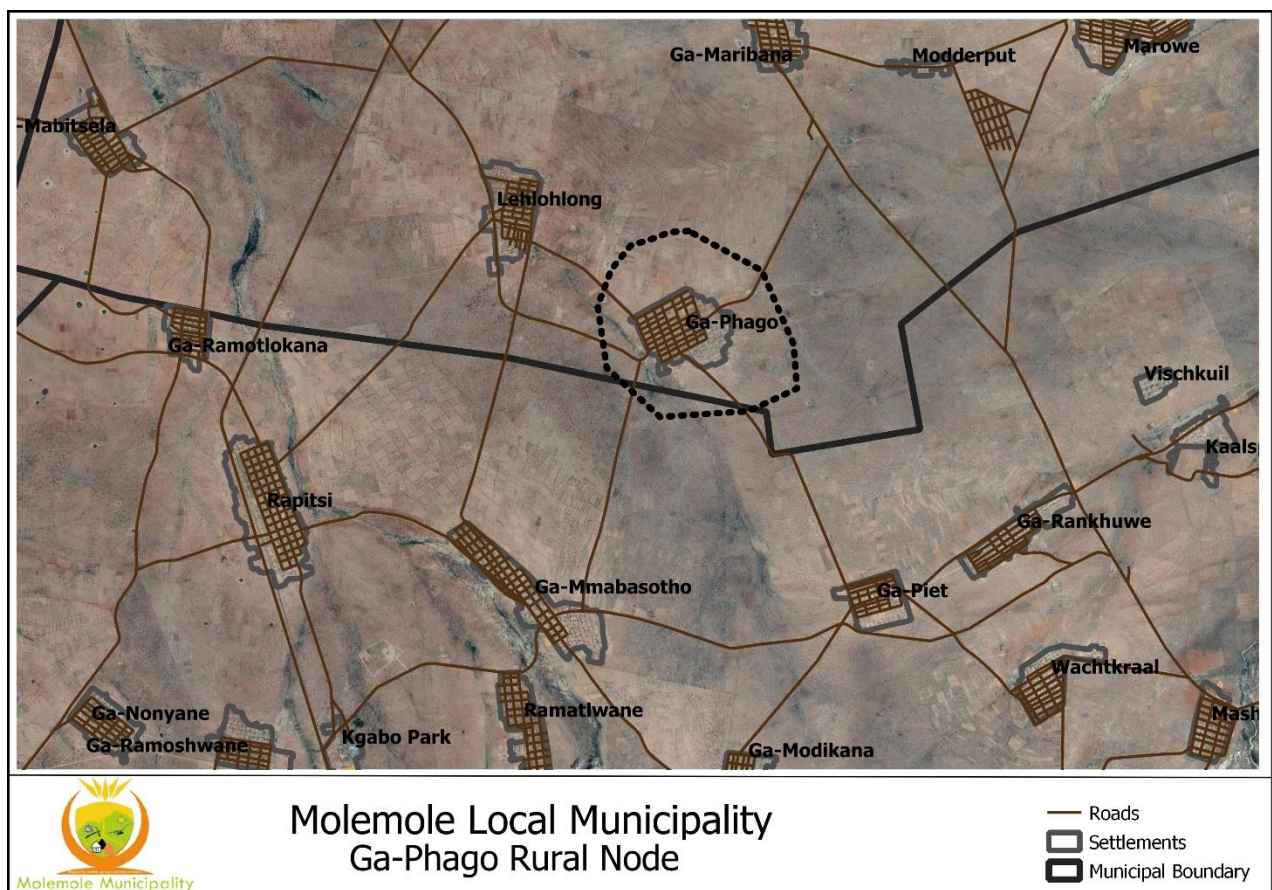


## Ga-Phago Rural Development Focus Area

### a) Spatial Structure and Movement Network

This node comprises of an area identified at the farm Lanark in the now disestablished Aganang Municipality. The proposed node is strategically located in that it serves as a point of connection in terms of routes to various communities south west of Molemole and beyond municipal boundaries it will also service settlements in Polokwane which are within the sphere of influence of the node.

To the north of Molemole it offers great connectivity to settlements such as Marowe, Lehlohlolong, Ga-Maribana and Modderput. In the Polokwane area it connects well with Ga-Piet, Ga-Rankhuwe and Ga-Mmabasotho. The node is situated on a state owned farm Lanark which the Molemole Municipality has already commenced with initiatives to put up base in the village.



*Map of Ga-Phago Rural Focus area*

**b) Economic Activities**

Like the Ramokgopa area above, business activities at the Phago node comprise of traditional retail outlets not clustered around a single node

**c) Residential Development**

This node comprises of a low density residential sprawl typical of rural areas that cover a range of settlements located in an area. There is no dedicated edge to curb the continuing sprawl.

**d) Community services and Engineering services**

Ga-Phago offers limited social services in the form of educational facilities. Engineering services are in the form of electricity supply by ESKOM. Road conditions are poor and will need surfacing to improve mobility in the area and its connectivity with other nodes.

There is no waste management service and as with the rest of the surrounding villages provision of potable water is a challenge.

**6.4.3.4 Key General Considerations and Spatial Proposals for the Three Identified Strategic Rural Focus Areas**

It is advisable that the expansion of settlements in these areas should be encouraged to move towards the integration of settlements instead of encouraging sprawl. For the Mohodi/Maponto area it is encouraging to realize that the growth and expansion of Maponto is towards its integration with Mohodi village. The same should be achieved with the full integration of Mohodi and Madikana while there is provision for public open spaces which should serve as springboards for the development of parks and recreational centres for the rural development focus area.

The expansion of Ramokgopa should be guided to move towards Botlokwa node and also to connect with Eisleben in the medium to long term.

The district Rural Development Plan and SDF have identified some areas of Molemole as part of the four district intervention areas and this may need to be reviewed to expand such interventions to the Mohodi and Phago rural

development focus areas in line with the Comprehensive Rural Development Plan.

The municipality should develop comprehensive rural development plans for all the rural nodes identified so that growth and development in these nodes can be managed.

Infrastructure master plans should be prioritized for these nodes to prepare them for attraction of associated infrastructure and economic investment opportunities from the public and private sector.

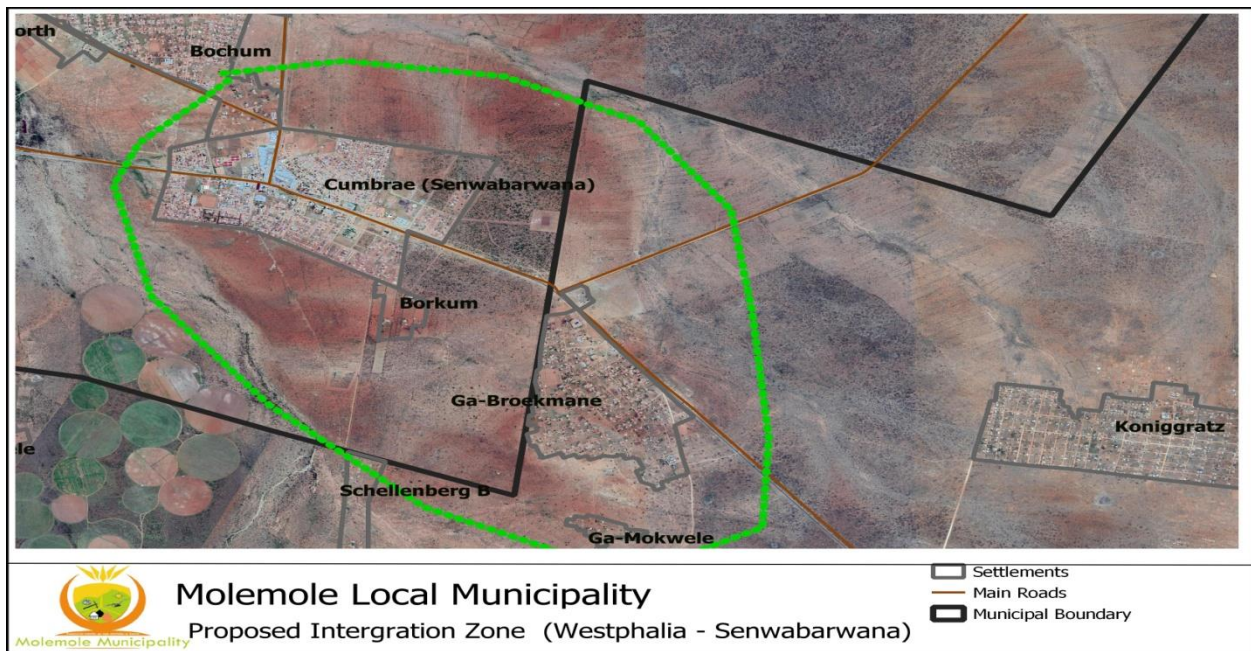
#### **6.4.3.5 Outlying Rural Villages and Farms**

These are lower order settlements in the municipal area which do not fall within a municipal growth point or a strategic rural focus area but include outlying rural villages, farms and environmentally protected areas as reflected in the critical bio diversity map supra. Most of such settlements have a population of less than 2000 inhabitants. Due to their low population densities and the resultant sprawl the costs of providing basic services to them is huge thereby countering the principle of spatial efficiency.

It is proposed that in these settlements, in line with the National Development Plan and National Spatial Development Perspective, government should prioritize the provision of basic levels of services while discouraging massive settlement expansion for fear of high costs associated with the provision of such services.



#### 6.4.3.6 Special Case Intervention for Westphalia/Broekman-Senwabarwana Cross-border Node



*Map of a proposed Senwabarwana/Westphalia Cross-border Node*

This SDF notes that Westphalia/Broekman is at the boundary of the Molemole and the Blouberg Municipality. The settlement is within a walking distance to the district growth point of Senwabarwana which is one of the country's fastest growing rural towns. According to master plans/precinct plans for the town of Senwabarwana expansion of the town will be towards the east and south of the town towards Westphalia. Such growth is in the form of business and commercial sector and it will definitely change the face of Senwabarwana while also impacting on the developments in Westphalia.

It is proposed that Molemole Municipality should initiate talks that should result in the integration of the two settlements into one development node. There will be huge benefits for the Westphalia settlement as it has available vacant land on the border of the municipality on the eastern side of the D1200 on the farm Munt which can be used for huge commercial and retail development.

A memorandum of agreement can be reached with the municipality about the provision of engineering infrastructure for the envisaged development.

Furthermore Molemole can also initiate the process of urbanizing Westphalia by conducting proclamation and formalization processes which will ultimately be completed with security of tenure for individual property owners. Formalisations processes should also be done with the planning for the implementation of full engineering services for the area.

Molemole Municipality will have to start negotiation processes with the land owners as the two farms, Westphalia and Munt, are in private hands belonging to the residents of those settlements.

#### **6.4.3.7 Principle 3: Establish a Comprehensive Movement Network to Link All Activity Nodes within the Municipality and Also With Other Nodes Outside the Municipality, and to Promote Corridor Development Through Land Use-Transportation Integration**

The SDF proposes the following intervention on strategic movement networks for Molemole:

- **R521 Provincial Corridor Proposals**

It is proposed that this road be upgraded to improve its safety as it carries a lot of freight transport. Additional lanes need to be provided between Polokwane and Mogwadi to cater for the large volumes of traffic to the district node of Senwabarwana and freight to the rest of Africa, Venetia mine and the African Ivory route camp. The Road Agency Limpopo should be approached to prioritize this strategic route.

Furthermore, this road needs regular maintenance by the provincial government as it has challenges of pot holes and bumps occasioned by regular use plus accelerated wear and tear.

- **R36/ R40**

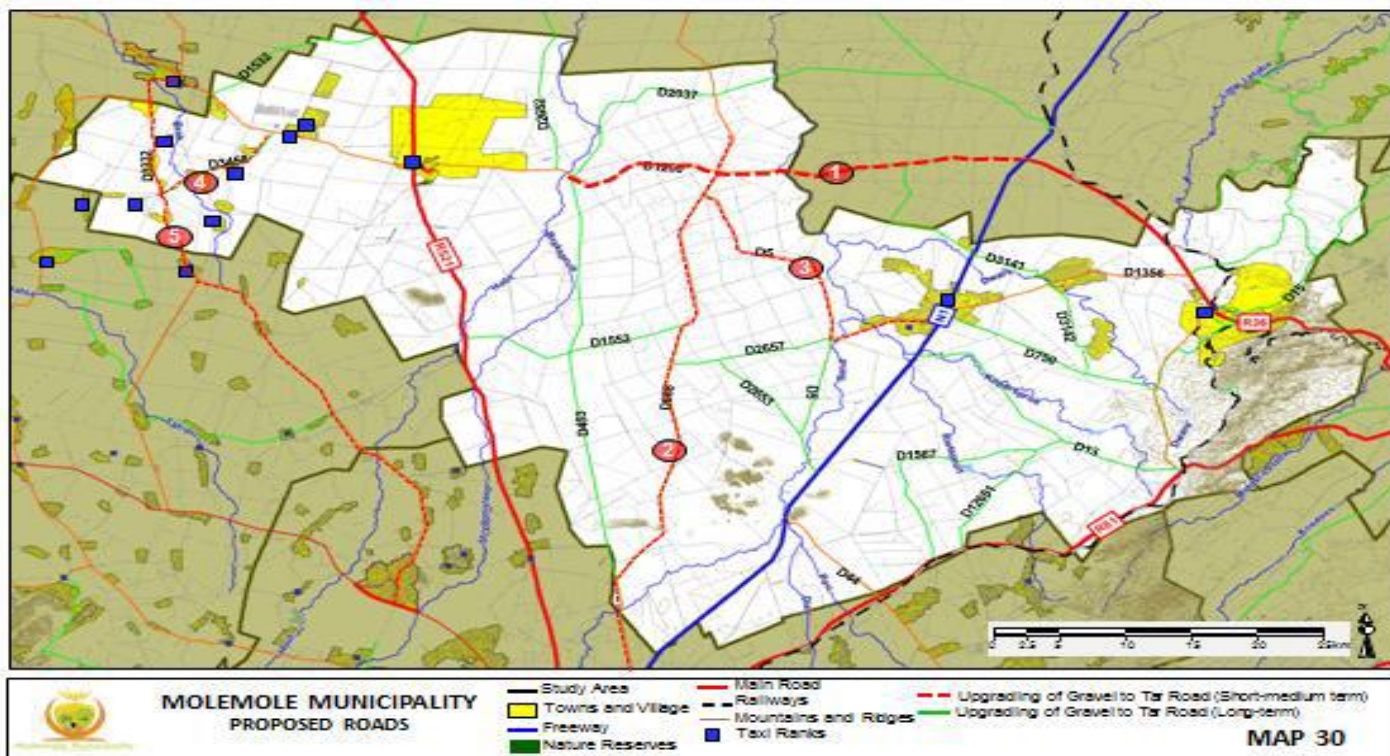
Also known as the Phalaborwa Corridor this transportation network links Molemole on the eastern side of Morebeng with N1 freeway while also linking it with the N4 freeway via Mbombela en route to Mozambique. As one of the main exporters of crops such as Potatoes and tomatoes to Mozambique, this corridor serves as a conduit for

such produce. The route also links to the node of Mogwadi via the D1200/36 which currently is half paved.

It is proposed that a section of the road R36/D1200 that is not fully tarred be prioritized for upgrading from gravel to tar so that the nodes of Botlokwa/Machaka and Morebeng can be properly connected. This will make the connection between Molemole East and West to be realized and offer much transport support to farmers in the agricultural zone that is found between Molemole East and West.

- **Road R81 running north-south on the eastern boundary of the Molemole LM**
- **Road D688 connecting Bylsteel**
- **Road D1356 connecting Morebeng to Mphakane via Mokomene**
- **Road D3337 connecting Kanana, Rankuwe and Senwabarwana**
- **Road D3428 connecting Fairlie to Mabitsela**

It is of utmost importance to reflect that most of the transport networks that connect settlement, especially in the hinterland of Molemole are not paved. However, the municipality has taken it upon itself to connect its settlements with paved roads using the Municipal Infrastructure Grant. To date some of the settlements such as Mohodi, Madikana and Maponto have been connected with paved roads. Furthermore, upgrading of roads from gravel to tar has commenced to provide sustainable connectivity to the rest of villages in Molemole west starting on the junction of the Fatima Mission School on the intersection with road D1200 to settlements such as Maupye, Koekoek, while in Molemole East upgrading has been effected to connect Botlokwa/Machaka, Ramokgopa and Morebeng.



*This map reflects key roads that need upgrading in the Molemole Municipality*

- **Public Transport Facilities**

It is further proposed that standard public transport facilities be provided at all identified nodes and rural development focus areas. This includes standard taxi ranks with supporting amenities such as ablution facilities. Furthermore suitable taxis and bus shelters should be provided along strategic routes and in nodes and rural development focus areas.

#### **6.4.4 Principles 4: Consolidate Community Facilities at Urban and Nodal Points to Enhance “One-Stop” Access to Such Facilities for the Community, and to Contribute Towards Creating “Critical Mass” Required to Stimulate Local Economic Development**

According to GCIS a Thusong Service Centre is a one-stop service centre providing information and services to communities, through the development communication approach, in an integrated manner. These centres provide a hub of activities and a variety of services, organized according to the Six-Block Service Model. In terms of that model a Thusong service centre should be able to provide (1) government social and administrative services; (2) office services; (3) education and skills development; (4) Local Economic Development services; (5) Business services and community opportunities; and (6) information and communication services.

A Thusong service centre can be complemented by the provision of recreational facilities such as multi-purposes sports complex in order to attract a number of people, especially active young person to complete the centre as a place to live, work and play in the facility.

This SDF proposes that all identified nodes and local service points be provided with these Thusong Service Centre as this will bring the following positive results in line with the SPLUMA principles of spatial justice, sustainability, efficiency and spatial integration and good administration:

- Government services and information will be made easily accessible and closer to communities
- They promote services provision in an integrated, efficient, sustainable and cost effective manner.
- They provide a good interface between government, business and civil society.

It is advisable that the precinct plans that are being developed by the District on behalf of the Molemole Municipality for the two nodes of Botlokwa/Machaka and Mogwadi should identify land where such Thusong Service Centres should be established. At the same time provision for land for private sector investment, as well as public transport facilities should be made so that such centres are fully integrated. The same should go for the proposed development at Ga-Phago where a new multipurpose community centre is being planned by the municipality at the farm Lanark.

While the implementation of a Thusong Service Centre is done incrementally it is important that the Molemole municipality, working in concert with GCIS, should start approaching relevant departments and the private sector to sell the Thusong Service Centre concept and secure tenancy for the proposed developments.

Where land parcels need to be acquired by the municipality necessary negotiations can be initiated with registered owners and custodians of such land parcels. This does not pose a challenge for the Mogwadi and Morebeng nodes as the Molemole Municipality is the registered owner of the two farms, Dendron and Soekmekaar.

Furthermore, the Comprehensive Rural Development Plans that should be developed for the rural nodes identified in this SDF should cater for the Thusong Services Centres as the spine that supports local economic development in those centres





*Figure 15: The Kind of One Stop Service Centres that Should be Established in Identified Nodes*

#### **6.4.5 Principle 5: Direct Infrastructure Investment Towards the Activity Nodes in the Municipality, Strategic Development Areas Earmarked for Residential Development, and Communities With Excessive Service Backlogs**

The National Development Plan, National Spatial Development Perspective, the Limpopo Development Plan and the LSDP and CDM SDF are all in sync about deliberately targeting nodal points and strategic rural development areas with massive infrastructure spending in order to stimulate the economy and create employment for a large section of the country's population. This, as the NSDP emphasizes, does not mean that the outer lying areas that do not form part of any nodes, development corridor or strategic development area should be neglected in the provision of basic services. For such areas basic levels of services such as water and sanitation, electricity, waste management should be prioritized.

This Spatial Development Framework proposes that a comprehensive and integrated approach to the provision of massive infrastructure investment to strategic

areas identified must be prioritized. For that to be done detailed infrastructure master plans should be developed by the municipality with first preference being done for Mogwadi, Morebeng and Botlokwa/Machaka nodes.

The following master plans are proposed:

- Energy Master Plan for Mogwadi and Morebeng (the two towns fall under the authority of the municipality in as far as the provision of electricity is concerned). The energy master plans should also explore alternative energy sources.
- Area specific water and sanitation master plans for all identified nodes and strategic rural centres - this should be done through the Capricorn District Municipality as the Water Services Authority (WSA) and Water Services Provider). The town of Mogwadi should be prioritized for its chronic water challenges and the conversion of its current sanitation facilities in the RDP section of the town into fully connected flushing toilets
- Roads master plans (the primary focus should be on municipal roads that connect nodes and high population concentration points within the municipal boundaries and also beyond the borders of Molemole, especially those linking settlements of Molemole West with the Nodal points of Senwabarwana and Harrietswish in Blouberg Municipality where massive mining development is envisaged to commence.
- The municipal Integrated Waste Management Plan (IWMP) should be reviewed and its prioritization should lend support to nodes identified in this SDF.
- The municipal Housing Chapter which was adopted in 2006 will need to be reviewed as well so that while housing will be provided in the hinterland areas on the basis of the backlogs identified, spatial targeting of various housing typologies will be geared towards nodes and strategic areas identified in line with the Breaking New Grounds approach. This will also be aligning itself with the spatial principle of integration, efficiency and justice.



*Figure 16: New Housing Initiatives from Single Family Dwelling Units to High Density Multiple Family Dwelling Units*

#### **6.4.6 Principle 6: Optimise Agricultural Production and Processing In All Parts of the Municipality Leveraging On the Potato and Tomato Production and Processing**

As reflected in the status quo report, Molemole Municipality is one of the biggest producers of tomato and potato products. Further, the municipality has comparative and competitive advantages on beef production. However, there are challenges that the municipality and its development partners must overcome in order to optimise agricultural production and processing.

Firstly all products from the municipality are processed outside the province resulting in loss of money and job creation that could have been attained in the value chain if such products were processed locally. Furthermore, the non-finalization of land claims by the regional Land Claims Commission creates uncertainty and frustrates the full attainment of optimizing agricultural production.

Another challenge is that of segregated farming practices where the majority of the black communities practise subsistence farming while commercial farming is practiced mainly by white farmers who have access to the best research institute and markets.

In order to achieve this principle the following actions are proposed:

- Increase the hectares of land for agricultural production
- Bridge the gap between subsistence farming and commercial farming by fostering mentorship programmes emerging farmers
- Provision of capacity building to emerging farmers with special targeting on young farmers-for this to be achieved partnerships need to be fostered with schools agriculture at tertiary institutions and the Agricultural Research Council
- Provide linkages to markets both nationally and internationally
- Develop mechanisms to establish agro-processing facilities in the municipality for tomato and potato produce

#### **6.4.7 Principle 7: Enhance and Consolidate Commercial and Business Activities at Each of the Identified Nodal Points and Strategic Rural Development Areas**

The provision of proper planning for the identified nodes, coupled with the provision of massive infrastructure and social facilities investments will act as a stimulus to



attract commercial and business activities at nodal points and strategic rural development areas identified in this spatial development framework.

This should also be coupled with policy and legislative certainty. The municipality had to develop and implement by-laws that will help bring certainty to investors. Key amongst such by-laws are land use management by-laws, waste management by-laws, tariffs buy-laws. The municipality should be in a position to offer tax breaks and avail land without having huge bottlenecks to development in identified nodes and strategic rural development areas.

Strategically located land to major economic routes such as the freight and logistics corridor at Botlokwa along the N1 and the R521-D1200 junction at Mogwadi should be planned in such a way that business land development is planned for location near such strategic routes. It is incumbent on the municipality to curb any unplanned developments in such areas including illegal land grabs.

Furthermore, as alluded above in principle 4 supra, the planning of nodes and strategic rural areas and the implementation of one stop service centres (Thusong centres) must accommodate and earmark land for commercial and business development.

To enhance local business development and move away from the mentality that investors are persons from outside a particular locality the municipality must provide capacity building to local entrepreneurs to prepare them for business and commercial opportunities within and outside the municipality. This can be done in partnerships with agencies such as Limpopo Economic Development Agency and business schools within the country.

#### **6.4.8 Principle 8: Achieve Urban Restructuring and Spatial Justice By Way of Mixed Income Residential Development Around the Identified Nodal Points, and Within Identified Strategic Development Areas**

It is important for the municipality to break away from the past spatial planning practices that separate various land uses through rigid zoning practices. The breaking new ground approach should move towards developments in nodal points and identified strategic development area where there is trend that hat blends residential, commercial, cultural, institutional, or entertainment uses, where those

functions are physically and functionally integrated, and that provides pedestrian connections. Mixed development can be effected in a big block of flats or for an entire settlement. This does not mean that an area will lose its dominant zoning character.

Benefits of mixed-use development Molemole nodes and strategic rural development areas include:

- Promotion of environmental sustainability as there is a reduction in the emission of noxious gasses from vehicles and other transport tools.
- greater housing variety and density, more affordable housing (smaller units), life-cycle housing (starter homes to larger homes to senior housing)
- reduced distances between housing, workplaces, retail businesses, and other amenities and destinations
- better access to fresh, healthy foods (as food retail and farmers markets can be accessed on foot/bike or by transit)
- more compact development, land-use synergy (e.g. residents provide customers for retail which provide amenities for residents)
- stronger neighbourhood character, sense of place
- walkable, bike-able neighbourhoods, increased accessibility via transit, both resulting in reduced transportation costs

These are some of the proposals that the Molemole Municipality can put in place for existing and new developments as part of fostering this principle of spatial justice:

- provision of neighbourhood commercial zoning – convenience goods and services, such as small scale convenience stores permitted in otherwise strictly residential areas
- Main Street residential/commercial – two to three-story buildings with residential units above and commercial units on the ground floor facing the street
- Urban residential/commercial – multi-story residential buildings with commercial and civic uses on ground floor
- Provision of office convenience – office buildings with small retail and service uses oriented to the office workers
- Office/residential – multi-family residential units within office building(s)
- Shopping mall conversion – residential and/or office units added (adjacent) to an existing standalone shopping mall
- Retail district retrofit – retrofitting of a suburban retail area to a more village-like appearance and mix of uses

- Live/work – residents can operate small businesses on the ground floor of the building where they live
- Studio/light industrial – residents may operate studios or small workshops in the building where they live

#### **6.4.9 Principle 9: Compile Community Based Rural Development Plans for Identified Rural Intervention Areas of Morebeng and Ramokgopa as Well Strategic Rural Development Areas of Ga-Phago and Mohodi**

Morebeng and Mokomene on the eastern part of Molemole have been identified as falling within one of the four rural intervention areas. The municipality has an option to compile a rural development strategy for Mokomene/Ramokgopa while a local precinct plan is compiled for Morebeng.

The Molemole Municipality should approach the Capricorn District Municipality, COGHSTA Limpopo and the national Department of Rural Development and Land Reform for support with regard to the compilation of Comprehensive Community Based Rural Development Plans for the strategic rural development areas of Mohodi/Manthata and Ga-Phago.

### **6.5 The Land Use Management Scheme Impact and Status for the Molemole Municipality**

Chapter 5 of The Spatial Planning and Land Use Management Act (SPLUMA) section 23 to 32 contains provisions for land use management and the development of land use schemes for municipalities. It is made a provision of SPLUMA that land use schemes have to give effect to and be consistent with the municipal spatial development framework and determine the use of land within the municipal areas with the resultant positive impact in the promotion economic growth, social inclusion, efficient land development and minimal impact on public health, the environment and natural resources.

In line with the SPLUMA general principle of good governance and administration a thorough process of public participation must be embarked upon before the scheme is adopted. It is imperative that a single land use scheme for the whole of Molemole Municipality must be adopted within five years of the promulgation of SPLUMA which translates into the municipality having a scheme by end of 2020 as SPLUMA came into force on 1 July 2015.

The current land use scheme for the Molemole Municipality was adopted in 2006 and will need to be reviewed to give effect to this SDF. Furthermore the scheme was only applicable

to the towns of Mogwadi and Morebeng even though there are still serious challenges of non-compliance by property owners with the scheme.

Another matter that must be taken into consideration is the aspect of land development applications in land under the custodianship of traditional leaders. The municipality must ensure thorough engagements are held with all traditional leaders to get their buy-in on the impact of SPLUMA and the development and adoption of land use schemes for the entire area.

## **6.6 Conclusion**

This chapter provided key strategic Draft proposals that the Molemole Municipality should consider towards the realization of its spatial vision and the final conceptual framework for the municipality. The report will be circulated internally for inputs and submissions before it is circulated to the project steering committee. The next chapter presents the implementation framework of this SDF and cover amongst others, policies, guidelines and capital investment framework.

## **7. IMPLEMENTATION FRAMEWORK**

### **7.1 Background**

The Molemole SDF identified nodes (rural and urban) which represents the priority development and investment focus for the municipality at a municipal level. It is at these nodes where new infrastructure should be prioritised and existing infrastructure needs to be upgraded to stimulate the vibrancy and economies of the municipality. It is at these nodes that radical mechanisms be put in place to support intensification and mixed land use development in order to attain spatial justice and efficiency principles as part of the bigger picture of realizing spatial transformation.

The implementation of this SDF dictates the biased prioritization of budgets from all spheres of government and the private sector working together to transform Molemole's spatial economy.

It is against this background that the Municipality followed the SPLUMA guidelines on the development of credible Spatial Development Frameworks that make it imperative for the development of an implementation framework that will reflect on policies and guidelines, institutional arrangements and the inclusion of a capital investment framework for the implementation of the SDF.

### **7.2 Required Policies and Plans for the Molemole SDF**

- Comprehensive Land Use Scheme
- Land Use Management By-Law (Available)
- Land Acquisition and Disposal Policy
- Subdivision of Land Policy
- Informal Trading Policy and By-Law
- Incentives Policy and By-Law for Investing in Nodal Areas
- Densification Policy
- Urban Renewal Strategies for Morebeng And Mogwadi
- Integrated Waste Management Plan
- Comprehensive Environment Management Plan
- Integrated Transport Plan (Available But Will Need Review)

## 7.3 Capital Investment Framework

### 7.3.1 Spatial Priorities and Required Precinct Plans

The following reflects a table of the Molemole Municipality's capital expenditure framework for the remainder of its MTREF cycle from 2018/19 to 2021.

*Table 10: Upgrading of Roads and Internal Streets from Gravel to Tar*

	Proposed Project	MTREF Allocations		
		2018/2019	2019/2020	2020/2021
1	Mohodi to Maponto	5 705 035	None	None
2	Ramokgopa to Eisleben	12 208 715	None	None
3	Capricorn Park Internal Streets	1 965 552	16 393 450	6 295 198
4	Matipane to Madikana	7 887 711	None	None
5	Mogwadi Internal Streets	None	7 500 000	4 891 285
6	Nthabiseng Internal Streets	9 000 000	17 000 000	10 000 000
7	Mohodi Internal Streets	None	7 000 000	None
8	The road linking Kgwadi Primary School to Botlokwa	None	None	7 000 000
9	Mokgehle Internal Streets	None	None	4 826 302
10	Ramokgopa Internal Street	None	None	None (prioritized for the outer years)
11	Broekman Internal Streets	None	None	None (prioritized for the outer years)
12	Maupye Internal Streets	None	None	None
13	Eisleben Internal Streets	None	None	None (prioritized for the outer years)
14	Makgato Internal Streets	None	None	None (prioritized for the outer years)
15	Lonsdale to Percy Clinic Via Flora Internal Street	None	None	None (prioritized for the outer years)

*Table 11: Community Facilities over the MTREF Period 2018/19 to 2020/21*

	Proposed Project	MTREF Allocations		
		2018/2019	2019/2020	2020/2021
1	Mohodi Sports Complex	8 210 052	None	None
2	Construction of Mechanical workshop.		1 000 000	1 500 000

**Table 12: Water and Sanitation Projects Implemented by CDM in Molemole Municipality over the MTREF Period 2018/19 to 2020/21**

	Proposed Project	MTREF Allocations		
		2018/2019	2019/2020	2020/2021
1	Molemole Sanitation	5 848 000	3 144 000	3 144 000
2	Sephala, Mokopu, Thoka, Makwetja RWS	26 316 000	None	None
3	Nyakelane and Sekhokho RWS	None	1 316 000	8 000 000
4	Overdyk, Maribana Water Supply	None	877 000	7 000 000
5	Phasha Water Supply	None	877 000	6 000 000
6	Ratsaka Water Supply	None	877 000	8 000 000
7	Sefene Water Supply	None	684 000	6 000 000
8	Mashaha, Madiehe, Phelendaba and Mankwepa Water Supply	None	877 000	7 000 000

### **7.3.2 Unfunded but Prioritized Projects**

The following projects have been included in the IDP projects but do not have budgets allocated to them in the MTREF. It is the assumption of the project team that the inclusion of these projects was done with the intention of mobilizing funds for their implementation either from the private sector or from additional funds that may be sourced from the National Treasury or other sector departments:

	Proposed Project	MTREF Allocations		
		2018/2019	2019/2020	2020/2021
1	Construction of DLTC and VTS along N1 Corridor	None	None	None
2	Upgrading of Morebeng cemeteries	None	None	None
3	Establishment of Parks (Morebeng )	None	None	None
4	Establishment of Parks(Mogwadi)	None	None	None
5	Renovation and Extension of Mogwadi Tennis court	None	None	None
6	Renovation and Extension of Morebeng Tennis court	None	None	None
7	Beautification of Morebeng town	None	None	None
8	Construction of a buy-back centre at Mohodi	None	None	None
9	Construction of a buy-back centre at Botlokwa	None	None	None
10	Ramokgopa landfill site	None	None	None
11	Extension of community hall	None	None	None
12	Refurbishment of Nthabiseng Community hall	None	None	None

### **7.3.3 Institutional Arrangements**

#### **7.3.3.1 Public and Private Sector Role**

The success for the implementation of this SDF requires that proper institutional arrangements be put in place to steer the implementation of programmes identified. Experience has indicated that good plans are put in place by most government departments and agencies but their implementation becomes a challenge if proper institutional arrangements are not placed in place. It is important to indicate that the success of this spatial development framework will be anchored around the support and participation of the public sector, the private sector and civil society (municipal citizens).

For the public sector role, Molemole Municipality will bank on its interface with the District Municipality, the Limpopo Provincial Government and the National Government. While implementation takes place at a local level, the National Government provides a regulatory and policy framework for spatial planning and ensuring that implementation of programmes on municipal land is done in accordance with such frameworks.

For that purpose Molemole will bank on the support derived from the Department of Rural Development and Land Reform. Furthermore, there are projects for which the national government is the implementing agent. Such includes projects implemented by Public Works (national) for infrastructure projects such as police stations, magistrate offices, correctional facilities etc. Molemole Municipality should liaise with such departments to ensure the implementation of such projects is aligned to the SDF.

For the Molemole Municipality it is an advantage that the national government, through Department of Trade and Industry, is implementing massive infrastructure investments for the Special Economic Zone of Makhado and Musina. The SEZ has a direct bearing on the economy of Molemole and uses the N1 corridor that passes through Botlokwa/Machaka node.



The Limpopo Provincial government also plays a huge role in giving effect to the implementation of this SDF. Over and above serving as a main focus of integration between the national government and the local sphere of government, the provincial government is also an implementing agent for a variety of infrastructure development projects and programmes, amongst others schools, health facilities, roads, housing development, economic infrastructure etc. this it does either directly or using its agencies such as Roads Agency Limpopo (RAL) for roads upgrading and maintenance.

It is through these infrastructure investments that the provincial government can assist in the transformation of the Molemole spatial patterns through targeted investments in identified urban nodes and strategic rural development areas.

At the District level it is well recognised that the Capricorn District Municipality has been playing and continues to play a huge role in offering support to municipalities that constitute the entire district. The CDM, as the theatre of planning coordinates the district planning forum that feeds into the provincial planning forum for purposes of streamlining and aligning development in the district and its constituent municipalities. Support and corrective action during implementation, monitoring and review are best placed at the district.

Another role that the CDM has been playing in support has been in the development of spatial plans (as is the current state with regard to the development of Mogwadi and Botlokwa/Machaka precinct plan) and land use management schemes for local municipalities.

Currently the Planning Tribunal of the Molemole Municipality is coordinated jointly at the District Municipality alongside those of the Blouberg and Lepelle Nkumpi and this plays a key role in the alignment of all development plans with the municipal spatial development plans within the district.

As the water services authority the Capricorn District Municipality plays a key role in the provision, operation and maintenance of water and sanitation infrastructure to three constituent municipalities out of

four in the Capricorn area with Molemole Municipality being one of them.

The development of this SDF dictates the local municipality to work hand in hand with the district to attain spatial targeting on identified urban nodes and rural strategic areas to maximize the impact of such services.

This SDF recognizes the important role played by the private sector in impacting on and transforming the spatial identity of Molemole Municipality, especially at the nodes and strategic rural areas identified. In developed countries, as well as well-developed towns and cities of South Africa, the private sector plays a key role in land and infrastructure development.

The Molemole Municipality should ensure maximum buy in of the cooperation with the private sector so that they can have an understanding of the development plans of the municipality, the areas targeted for development and the private sector benefits that can be derived from investments in such localities.

The urban nodes of Molemole have already attracted the eyes of the private sector in development as can be seen by the appetite generated by developments in Botlokwa/Machaka, Mogwadi and Morebeng by financial houses, national retailers and property developers.

#### **7.3.3.2 The Role of Traditional Leaders**

As mentioned in the spatial analysis of the current reality and in the proposals for the Molemole spatial development framework most of communities, save for those in private farms and the two proclaimed towns of Morebeng and Mogwadi, reside in land under the custodianship of traditional leaders.

In all planning, implementation, monitoring and review of this SDF traditional leaders have to participate fully. Most of the priority programmes and projects will take place in areas where they are custodians of such land parcels. Their active participation has a

resultant effect of fostering buy in and support to the spirit of the SDF and its quest for redressing the spatial legacies of the past.

On the basis of good relations between the municipality and traditional authorities within its areas of jurisdiction Molemole Municipality will also make the work of the joint district planning tribunal easy as land development applications will be screened to ensure that they are in alignment with this SDF before being submitted for finalization.

#### **7.3.3.3 Possible Partnerships**

Molemole Municipality should pursue partnerships with academic institutions for capacity building to its staff and communities over a wide variety of issues ranging from governance excellence, entrepreneurship for its SMMEs. Furthermore partnerships may be entered into with SETAs on training and development for its young people to grab opportunities for growth and development, especially in identified nodes as well as at the new special economic zone of Makhado and Musina.

Through TIL and LEDA, partnerships can be initiated with investors who will be developing and operating the SEZ. On infrastructure development in nodes strategic partnerships are possible with agencies such as Road Agency Limpopo, South African National Roads Agency for rolling out of the roads networks that transverse through the municipal area, while same for municipal roads and internal streets can be pursued with the district municipality.

Partnerships should also be promoted to initiate programmes and projects to build the capacity of communities to participate in the whole planning and delivery process so that they can both influence planning decisions and monitor implementation of agreed plans.

### **7.4 Implementation Requirements**

#### **7.4.1 Time Frames Moving Forward**

The SDF is not a static plan but will need to be monitored and evaluated to ensure the Molemole Municipality and its development partners implement programmes in line with this plan. On a monthly basis reports should be compiled

to the portfolio committee and management on the implementation of the SDF. Quarterly reports are sent to council and in the mid-year and annual reports same reports on SDF compliance and implementation are provided.

The revision of the SDF will be effected five years from the year of adoption which in this case the next cycle of review is 2022/23.

#### **7.4.2 Inputs into the IDP**

As reflected in the first chapter of this report on legislative and policy perspective a spatial development framework is an integral chapter of the Integrated Development Plan in terms of chapter 5 of the Local Government: Municipal Systems Act. This SDF is, by statute, a plan that must be incorporated in the Blouberg IDP.

The new window for the revision of the 2019/20 municipal IDP should use this SDF as a base for informing decision makers, communities, funders and implementing agents about the location of key infrastructure and economic investments within the Molemole Municipality. Any programme that should be prioritized for inclusion in the municipal IDP should pass the master test for giving effect to the spatial vision of the municipality.

If there are projects and programmes that are not in congruence with the spatial vision of the municipal SDF the municipality must use various platforms accorded by the available IGR structures to remedy such lest the SDF will be undermined and development will be disintegrated.

#### **7.4.3 Inputs Into Sector Plans**

The SDF provides a better platform for the development and review of the following sector plans for the following sector plans for the Molemole Municipality and the Capricorn District Municipality, including but not limited to:

- Integrated Waste Management Plan (IWMP)
- Local Integrated Transport Plan (LITP)
- District Integrated Transport Plan (DITP)
- Water services development plan
- Energy master plan
- Local area plans (two precinct plans are being developed for Mogwadi and Botlokwa/Machaka)

## **7.5 Conclusion**

The full implementation, monitoring and evaluation of this SDF requires the commitment and dedication of the Molemole Municipal administration to put all hands on deck and to further ensure the plan is marketed adequately to all staff and community members. Furthermore, the success of this SDF will require council to play its oversight role through the use of its council committees, especially the portfolio of LED and Planning, as committees of first entry.

It is through the joint effort of all role players that the spatial vision of this SDF will be realized thereby accelerating high impact development for the municipality in line with the spirit of the National Development Plan.